

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

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A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 28th.

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Latest Arrivals.

	From London.	Arrived out.	HOMEWARD. Arrived in London, this day.
JAPAN—			
Yokohama	Oct. 17	Dec. 16	Dec. 17
Nagasaki			
Hakodadi			
CHINA—			
Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			" 18
Kiu-kiang			
Chin-kiang			
Shanghai	Oct. 26	Dec. 20	" 25
Ningpo			" 23
Foo-chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Nov. 10	Dec. 23	" 29
Canton			
Macao			
PHILIPPINES—			
Manila			" 23
COCHIN-CHINA—			
Saigon			Jan. 4
SIAM—			
Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			
MALACCA STRAITS—			
Singapore	Nov. 17	Dec. 24	" 6
Penang			

Telegrams have been received from Shanghai to 9th January, and Hong Kong 15th—only sixteen days from the latter port. These announce a defeat of the Imperialists by the Nienfei, and the return of Sir Harry Parkes to Yokohama.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer, from Southampton, Feb. 4.—To Hong Kong: Dr. and Mrs. Dods, Mr. and Mrs. J. C. Power, Mr. R. B. Jones, Mr. W. M. Reeves, Mr. P. B. Marshall, Deputy Assistant Superintendent of Stores, O. A. Pease, Rev. C. H. Harbord, R.N., Mr. and Mrs. M. P. Knight, Rev. P. Hubrig. To Shanghai: Mr. R. N. Newby, To Singapore: Rev. W. Jeffrey, Mr. Dugald Mann. To Ceylon: Mr. and Mrs. Folkard, Mr. C. Liddell, Mr. W. G. L. Yorke, Mr. N. F. Walpole, Ensign Cunningham, Mr. A. H. Turner, Mr. Mason.

From Gibraltar.—To Hong Kong: Duc d'Alencon and friend.

From Marseilles, Feb. 12.—To Ceylon: Mr. R. and Mrs. Kydd, Mr. A. Spitteler, Mr. J. Reid, Miss Julia A. Hopper, Mr. Bain. To Hong Kong: Mr. T. G. Newton.

From Suez.—To Hong Kong: Mr. and Mrs. Kuger.

Per P. and O. steamer, from Southampton, Feb. 12.—To Singapore, via Bombay: Messrs. Nelson and Skelton.

Per P. and O. steamer, from Southampton, Feb. 20.—To Yokohama: Mrs. G. D. Money. To Ceylon: Mr. and Mrs. Carver, Mr. Mainwaring, Mr. R. J. Chandler, Mr. G. Hawthorne, Ensign Thompson, Sir Greville Smyth, Captain and Mrs. F. Paul, Mr. W. C. M. Gould. To Shanghai: Mr. Vachel, Mr. W. E. Taylor. To Singapore: Lieut. R. Taylor.

From Marseilles, Feb. 28.—To Hong Kong: Dr. J. Carnegie, Dr. Manson. To Shanghai: Miss Flinlay, Mr. F. E. Wright.

From Suez.—To Ceylon: Mr. Both.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our latest date from this port is 17th December. A correspondent sends us the following interesting narrative of the Inland Sea expedition, written by a gentleman who accompanied the allied squadrons.

On the morning of Wednesday, Nov. 1, this expedition, comprising the following ships, left Yokohama:—English Ships.—Princess Royal (Vice-

Admiral King, C.B.), having on board Sir H. Parkes and suite; Pelorus (Capt. Haswell), and Leopard (Capt. Leckie), with the U.S. Chargé d'Affaires, Mr. Portman; Argus (Commander Round), with gunboat Bouter (Lieut.-Commander Lewis) in tow. French Ships.—Guerrière (Commodore Olivier), with French Minister, Monsieur Roche, and suite on board, and towing French paddle gunboat Kien Chan, sloop Duplex (Commandant Conrad). Dutch Corvette, Zoutman (Capt. Van der Meersch), with H.N.M.'s Consul General, Monsieur van Polsbrook and secretary on board. We proceeded under steam (and when practicable sail as well) for the Kii Channel into the inland sea. The passage, so far as weather was concerned, left nothing to be desired; but owing to the strong current which, running out of the Bonga and Kii Channels, meets the black stream, and sweeps up the coast in the direction of N.E., the squadron only reached the entrance of the Isumi Strait on the morning of the 4th, and entered it at about 8 A.M. without the slightest hindrance—indeed, no very formidable force as yet exists here to offer any; two batteries (only one on either hand) being seen, that on the Island of Tomengai, a mere platform, uncovered in any way, and mounting only seven guns, with apparently room for three more; whilst on the "port" hand was a long low sand battery, faced with granite, well built, and mounting thirteen guns, with embrasures for four more. The squadron was, however, in readiness for immediate action in the event of their meeting with any opposition.

Proceeding up the "Isumi Nada" (Gulf of Osaka), in the direction of Osaka, the squadron (at the instigation of the French by signal) formed into one line, English leading, Dutch next, and French bringing up the rear, and steamed slowly round the gulf in open order, passing within three or four miles of the Osaka coast, and obtaining a very fair view of the river's mouth, where, under some very formidable looking batteries, lay two steamers at anchor, one a screw, the other a paddle, and both apparently of American build.

At one P.M. the ships anchored off Hiogo, in the order decided on before leaving Yokohama, and arrangements were, without much difficulty, made for the landing of officers, during the daytime. The people for the most part were (apart from a very pardonable curiosity) universally civil and friendly. Four or five steamers were lying off Hiogo, very close in shore; none of them, however, were at all formidable in appearance, and the only further means of defence at present existing there are two inefficient square mud redoubts (mounting each two heavy guns *en barbette*), which might be easily disposed of by ships' boats alone. There are, however, two apparently well-built martello towers, each capable of mounting eight guns in casemates, and two *en barbette*; none are however in them at present, and from the position of their port holes, no more than two could command any position at the same time in addition to those *en barbette*, excepting perhaps at long distances. It is evidently, however, intended to construct further defences here, as a profusion of stone cut for building, lays in readiness on Hiogo Point. Beef at 17 cents per lb., and vegetables, were obtained for the squadron, through the Custom-house without much difficulty and in fact, the authorities generally appeared willing to oblige.

On Sunday (5th) the French gunboat Kien Chan went over to Osaka with the secretaries and interpreters of the various legations, whose object was to communicate with the Gorogio, and arrange preliminaries for future interviews between them and the representatives of the four Powers. On the Kien Chan entering the river leading to Osaka, she grounded on the bar, and was immediately and very civilly offered assistance from the two steamers (one of them Satsuma's) lying inside; this was, however, as civilly declined, and the little craft succeeded in getting clear without it, and landing her passengers, who were taken charge of by a guard of Yacons, as in Yedo. They were permitted to walk as far as the entrance of the city, but were not allowed to enter it, and returned to their interview with the Tycoon's Ministers in a building near where they had landed. The Tycoon was said to be absent on a visit to the Mikado, in Miaco; but the interview was on the whole satisfactory, and albeit no definite arrangements were made as to the appointment of some suitable place inside the city for future interviews, as desired by the deputation, it was agreed that a proper Governor should be at once appointed to Hiogo and charged with the safety of foreigners landing; which was at least a good step in the right direction. The river appeared to be very strongly defended both at its mouth and on its banks, by forts well and strongly built, and mounting very heavy guns; whilst the difficulty of approaching them in large ships within a distance of two miles would make them all the more formidable in the event of our being ever forced into more warlike measures than those at present in contemplation.

During the next week several messages passed between the Ministers and

the Gorogio (the Kien Chan and Bouncer being kept in a constant state of activity) and these resulted in communications with the Tycoon on the part of his Council, and the subsequent visit of one of them (Abé Bungo-no-Kami) to the Ministers, on board the Princess Royal. This took place on Saturday (11th), when he came over from Osaka by steamer, and was met by the four Ministers; the principal propositions made being, it is generally believed, that the existing treaties should be at once ratified by the Mikado, and the port of Hiogo opened to trade at the sacrifice by us of that portion of the Simonoseki indemnity yet remaining unpaid. No definite arrangement on any subject was, however, arrived at; the only answer being that Abé Bungo-no-Kami would further consult his brother counsellors, and communicate with his master the Tycoon again on the propositions made to him. On leaving the English flag-ship he was saluted with seventeen guns by her and the Guerrière, and immediately returned to Osaka.

On Sunday, 12th, at 4.30 P.M., H.M.S. Perseus (Commander Stevens) arrived from Yokohama with the English mail, having waited there until the afternoon of the 10th for the French one—thus making an excellent passage of forty-eight hours, the better that she towed the gunboat Bustard (Lieut.-Commander Adams) as far as well into the Kii Channel. The Bustard joined the squadron the same evening. Subsequent to this date several messages passed and interviews took place between the ministers and members of the Gorogio (the interviews being invariably held on board the English flag-ship). The members of the Gorogio who usually came over from Osaka were the one already named, and Tatsi Bana Idsumi-no-Kami. At length, on Friday, 24th November, the existing treaties were declared ratified by the Mikado, and certain modifications in the customs tariff (the nature of which is not yet known), agreed upon; the opening of the port of Hiogo to trade being, it is generally believed, still postponed till 1868. On the whole, the expedition may be said to have been decidedly successful, and reflective of great credit on the active perseverance of Sir H. Parkes and his colleagues. On the 25th the Duplex and Zutman sailed for Yokohama at 2 P.M., and the Perseus left the same night (at 11) for Shanghai, with Sir H. Parkes on board. At daylight on the 26th the Princess Royal and Pelorus left for Yokohama, at which port the former anchored at 6 P.M. on the following day, having been favoured with strong north-west winds during the trip. The Pelorus having been ordered back to assist, if necessary, the Bustard was thus thrown several hours behind, and did not consequently reach the Narrows until too late to render her proceeding into port that night advisable; she arrived, however, the following morning. The Leopard and Bouncer were left off Hiogo, with orders to sail, when the weather moderated, for Nagasaki. The Bustard put back, but may be daily expected in Yokohama. I forgot to mention that the Guerrière sailed on 15th for Saigon, and the Argus on the 19th, with the mails for Shanghai, from whence she is expected to return shortly, bringing stores and provisions for the squadron in Japan.

Hiogo appears to be in every way admirably adapted to European requisitions as a settlement; the anchorage is good, with deep water very close in shore, and is well protected from north winds, whilst it can be but indifferently assailed by those from any other quarter. Vegetables and poultry procured by the squadron were decidedly superior to those usually purchasable in Yokohama, and about the same price; this, however, varied according to the will of the sellers, buyers being only too willing to get what they could at anything like a reasonable sum; on one occasion, indeed, the noble "airloin," being unprocureable in itself, one officers' mess invested in an entire bullock, which was immediately run after by everyone in the squadron, various expedients being resorted to for the extinction of certain portions of the animal. The cotton growing about Hiogo appeared superior to that in the vicinity of Yokohama.

CHINA.

TIEN-TSIN.

The following is from the Circular of Messrs. Platt and Co., dated 28th Nov. :—

"Grey Shirtings: Sales of 8 2-4 lb. 'common chop.' at tael 3-65 to tael 3-70. Just previous to the closing of the navigation, best 84 lb. 'eagle chop' were quoted and in demand at tael 4-10 per ps., owing to the news just to hand, under date of September 16, from England. Tael, 4-10, at 6s. 2½d. per tael exchange, equal to 26s. 8d. per ps."

HANKOW.

From this port we have dates to 18th December. The principal item of news is of a *fracas* in which a French commercial man (Dupuis) and a doctor of a French gun-boat (Tardiff) were rather roughly handled by some Chinese soldiers in the suburbs. The facts are as follow. The commercial man, on being abused by the soldiers for an offence committed by the dog, retaliated by accusing the officer in charge of a post with the crime of having been a rebel. This seems to have aroused the ire of the soldiers, and when the doctor and Mr. Dupuis took their next walk abroad (the same day) they were followed, pelted with stones and beaten. Dupuis managed to escape—the medico was captured, and when recaptured was in a fainting condition. For this atrocity the French authorities demanded satisfaction, and have had it; i.e., if the ordered decapitation of two, and the hearty bamboozing of three will satisfy. It is said that a pecuniary compensation has also been demanded from the provincial treasury.

A newspaper to be called the *Hankow Times* was announced, to be commenced with the beginning of present year.

SHANGHAI.

The London mails of 26th October were received on the 20th December per *Aden*. The French steamer left with the pro-

sent homeward mail on the 25th December. The *North China Daily News* has the following items :—

Native reports from Fukien announce the death of Kwo Sung-ling in an engagement between the Imperial troops and a body of insurgents. No particulars have reached us. Kwo Sung-ling will be remembered by many as the commander of the *Sung tze* camp, and as one of the officers who reviewed the volunteers in Messrs. Lindsey and Co.'s compound on the occasion of the tiffin given to the Chinese officials by Mr. Antrobus.

Progress is being made in lighting the settlement with gas. Kiang-soo-road was the first in Shanghai to exhibit to wondering natives the glory of a street lamp lit with gas from the settlement's new works. Nanking-road has just followed suit, ten jets being produced between the model pier on the Bund and the Maloo Gate. The company announce a reduction in their rate to Mex \$4.50 per 1,000 cubic feet.

Visions of intruding Nienfei have again disturbed the repose of the provincial authorities in Kiangsu. A strong force of insurgents is reported to have passed the Shantung boundary, and reached the district of Tang-shang, in the department of Chu-chow. The Yellow River and the Yang-tze still flow between Shanghai and the marauding bands now devastating the northern portion of the province, so that there is no apprehension for personal safety. Three camps at present at Soochow have received orders from the Acting-Governor Liu to advance to the disturbed districts, and as it is thought that even these will prove insufficient, a muster of local militia will take place.

Ying Taotai has issued a notification setting forth that certain houses are now set apart for the shelter of the beggars who lie about the streets of the city at night. In these asylums they will be provided with straw and a small ration of rice. Those who do not avail of this provision will be regarded as persons of bad character, and will be arrested and severely dealt with.

A tempest in a tea cup has just been quelled in the little city of Chin shan on the Putung side. Chin shan is a city of the third order, and is distant about sixty-five miles from Shanghai, under the rule of the prefect of Sungkong. Some days ago rumours reached the authorities to the effect that a regularly organised insurrection had broken out, and that at least three thousand men had obtained arms of one description or another, which they were ready at a moment's notice to turn against the local officials. So far as the latter were concerned, perhaps the most alarming symptom of the movement was the scrupulous good conduct of the rebels. Life and property were respected, and although the daily pursuits of the inhabitants of the city and suburbs were of course suspended, no violence of any kind was manifested. The leader of the discontented faction was a literary graduate, whose name has not been allowed to transpire. Any connection with the Taipings, the Nienfei or the members of secret societies was disclaimed, and the object stated to be in view was the restoration of the people to a state of something like independence. This involved the overthrow of the existing official class, and accordingly the official class it was which was denounced. A relative of the Shanghai Hien, Wang by name, holds a military command in Chin shan or the neighbourhood, and it is said that he has made himself deservedly most unpopular. A band of the insurgents penetrated into his official residence, but being unable to find him, caught his son, a mere youth, and killed him. Couriers were despatched to Sungkong and Shanghai, and troops were sent down with the utmost speed. In the meantime the leader of the movement, hearing of the approach of a formidable force, fled, and his followers immediately dispersed. Eight of the head men were seized and executed, and the remainder shared in the misery entailed by the presence of Imperial troops. The insurrection has thus been nipped in the bud, and a few days will efface every vestige of the intended rebellion. But there are two features in this contemptible disturbance which merit notice. The first is the sanction given by the literary class, and the inauguration of the entire affair by a graduate. The second is the respect shown by the insurgents for the life and property of the people. We need hardly inform any of our readers that the literary men form the dominant class in China, and that without their concurrence no insurrection can attain alarming dimensions. Still less is it necessary for us to remind those who have lived for the last few years in Shanghai that to the cruelty and rapacity of the Taiping rebels was due the intense hatred and horror wherewith the rebellion was regarded by peaceful villagers. The streets of the settlement crowded with the dead and the dying, whose miserable plight was caused

by the merciless ravages of the Taiping soldiery, proved conclusively that without some radical change in the usual conduct of insurrection a movement directed to such an end as the overthrow of the Government could never hope for success. The Chin shan insurgents have now set the example of initiating a purely political disturbance, without in any way infringing the personal rights of the populace. It is by acting in this manner only that success can be attained. We have little doubt that the example thus set will be followed in many other places, and for this reason we are disposed to regard the little *emueue* at Chin shan as more significant and more worthy of notice than such disturbances usually are.

H.M.S. *Swallow* had arrived at Shanghai, after a six months' surveying cruise off Shantung, where she has been engaged in a comprehensive survey of the line between Kienchan Bay and Stanton Island. The exertions of Mr. Wilds, the commander of the surveying expedition, will, we trust, meet with the recognition which they deserve at the hands both of the Admiralty and of the Mercantile Marine. The *Swallow* has now been for more than four years in commission, and it is probable that she will be ordered home during the ensuing twelve months. During this period both she and her tender, the *Dove*, have surveyed the entrance to the Yang-tze and a portion of Wusung River. Charts of the harbour of Amoy, Swatow, and Kienchan have been constructed, and the south coast of the Corea has also been carefully surveyed. In the early part of this year Mr. Wilds and the officers of the *Swallow* and *Dove* surveyed the Formosa banks, together with the entire south-west coast, and a considerable portion of the west coast of the island. Much has been added to the knowledge already in our possession with regard to that coast, and as soon as the results of the survey are published, vessels of all sizes will be enabled to approach the various harbours in safety. It is satisfactory to learn that wherever parties were landed they were most hospitably received by the natives, and were well supplied with provisions at most reasonable rates. During the course of the survey several very heavy gales were experienced, in one of which the boats were overtaken, and found considerable difficulty in reaching the ship, the crews having to be slung and hoisted on board. The violence of the storm may be judged from the fact that the pinnace and second gig were swamped and sunk. They were, however, recovered with some difficulty after the wind abated. The value of these arduous labours cannot be lightly estimated, and those whose interests lie in the China seas will look anxiously for the publication of the results at which Mr. Wilds has arrived.

Piracy in the neighbourhood of Ningpo appears to be steadily increasing, in spite of the presence of a gunboat in the Yung river, and the frequent cruises undertaken by the *Confucius* and *Pluto*. The former vessel has just returned from Chusan, after a brush with pirates, in which Captain McCaslin, although unable to carry out his original intention, contrived to do a considerable amount of damage to these dangerous pests. Having left Shanghai on the 4th Dec., he cruised for a day round the Saddles, without, however, seeing any suspicious craft. On the 6th he arrived at Kou ding, an island on the edge of the Chusan archipelago, where he anchored. Here he found a junk and house, which he was informed were resorted to by pirates whenever they visited the island. There was no trace of any very recent occupation, but both were burned, as a matter of precaution. The *Confucius* then left Kou ding, and on the 7th, when off Chen-Kong, an island to the west of Chusan, saw a large junk crowded with men and well armed. A blank shot was fired to bring the junk to, but the request thus conveyed was answered by a ball from one of the enemy's cannon. The *Confucius* immediately gave chase, but soon found the water failing so rapidly that she was obliged to anchor, while the junk was able to run two miles nearer shore. Here she, too, was obliged to stop, and at this range the *Confucius* commenced a vigorous cannonade of shot and shell. The only visible effects were that the junk's rudder and a portion of her stern were shot away, but it was afterwards found that the fire had been more destructive by far than was at first imagined. Ammunition beginning to fail, the boats were lowered, but as soon as the men on board the junk saw the movement they escaped to the land, from which they were but a short distance. By the time the boats of the *Confucius* reached the junk, the latter was perfectly deserted, but the crew had taken up a strong position between two hills near the beach. It was at first intended to drive them from this post, but the men of the *Confucius* were so short of ammunition, and night was so

rapidly approaching, that the design was eventually abandoned. Three stragglers were taken prisoners, and from them it was ascertained that the majority of the pirates were Cantonese. On the way back to the steamer an attempt was made to carry off the junk, but she was found so much injured as to be in a sinking state. Her foremast was therefore towed out and taken as a trophy. As soon as this was done she sank with all her guns, but in such shallow water that the pirates will no doubt recover the greater portion of her armament. On the way back to Ningpo, and thence to Shanghai, the *Confucius* saw nothing of a suspicious character.

The *Shanghai News* says the steamer *Promise* has been sold to the Japanese; the *Lancefield* was to proceed immediately to Hong Kong to be fitted with new boilers; and the *Martin White*, *Hercules*, and *Wusung* have been chartered by the Chinese to collect the salt tax and repress piracy on the coast. The latter step is said to have been suggested by a recent engagement near Chinhaï between a body of soldiers, taken down by the *Pluto*, and a strong band of pirates, in which the latter were victorious.

The *Friend of China* states that Judge Hornby, having recently visited the Consular gaol, made a point of asking if they had Divine service within the walls on Sundays. The answer running that they had prayers occasionally only, the following Sunday his Honour went and read the Church service to the prisoners himself. The circumstance speaks volumes for Sir Edmund's moral worth.

A Fancy Bazaar has been held at the Club, in aid of a fund the object of which is to add a free ward to the Shanghai General Hospital. The number of unemployed and destitute foreigners at present in Shanghai rendered this step most desirable, and it certainly received the hearty support of the community, for a sum of nearly eight thousand taels was realised by the sale.

The Municipal Council held their monthly meeting on the 13th December, when the usual routine business was transacted, and an interesting correspondence between H.B.M. Consul and the Taoutai relative to the abolition of the punishment of the chain gang for Chinese prisoners was laid on the table. It is satisfactory to know that this punishment, which has proved most effectual in diminishing crime in the settlement, will still be continued under certain restrictions to be agreed upon by the Chinese and foreign magistrates of the Mixed Court.

The *Yuen-tse-wei*, from Taku, 16th December, reports hard frosts there, with fine weather. The *Corea* was loading cotton for Shanghai inside the bar.

FOOCHOW.

The following report is from Messrs. Fussell and Co.'s Circular, dated December 21:—

Since the date of our last Circular we have received dates from London to 10th, 17th, and 26th October, by the English and French mail steamers respectively.

IMPORTS.—The following sales have been made: 500 pieces 7lb. Grey Shirting, at \$4.30 per piece; 250 pieces 56 reed White Shirting, at \$4 per piece; 146 pieces assorted Spanish Stripes, at \$0.85 per yard; 1,670 piculs Lead against Tea, at \$6.50 to \$7 per picul. Opium: Sales have been, 7 chests Malwa, 32 chests Patna, and 48 chests Benares. We quote—Malwa, \$1,060; Patna, \$735; Benares, \$715.

EXPORTS.—Tea: Our last report, was dated the 9th inst., and on the 11th inst. the English and French mails, with dates to 10th and 17th October, were delivered. Immediately on receipt of the exciting intelligence regarding the London market considerable anxiety to purchase Congou was manifested, and in two days the whole stock of desirable kinds was bought up, the latest settlements showing an advance of 1 to 2 taels per picul: since then, owing to the poor assortment on offer, business has been much restricted, but the few chops placed on the market have found eager buyers at full rates. The arrivals from the country have been about 8,000 chests, and the quantity still to come to hand is variously estimated at 5,000 to 10,000 chests. Souchongs: The few chops on offer have found ready sale. Oolongs: During the past day or two American buyers have again made large purchases. Scented Teas have been in moderate request.

HONG KONG.

The dates by this mail (French) are down to the 29th Dec., or three days later than the usual date, owing to the non-arrival of the corresponding steamer from the north. Since the company have placed the Japan work on the Shanghai steamer she has been late, but the lost time has been regained *en route*. The present mail is only 37 days from Hong Kong and 41 from Shanghai. The mail of Nov. 10 arrived out on Dec. 23.

The following items are from the *Evening Mail*:—

As Christmas is approaching, we would draw attention to the large numbers of destitute seamen still moving about the town, who are obliged to apply to foreigners for aid. Many call at foreign houses in the evening; others in broad daylight. It

may be that many have squandered their money in a foolish manner, regardless of what next day may bring them; and a strong probability may likewise exist that foolish thoughtlessness was the sole cause of their leaving their vessels at all, and throwing themselves out of employment. Such folly ought probably to be still more strongly looked upon now since the establishment of the Sailors' Home, with its many advantages calculated to husband the resources of the profusely-inclined seaman. Still we cannot help giving expression to our conviction that this most useful institution will fall very much short of its intended usefulness without a minister who may preach to the sailors on Sundays, visit them in and out of employment, advise them under all circumstances, and take a general interest in their welfare.

We had the pleasure of witnessing the distribution of prizes to those volunteers who had won them at the recent competition. Punctual to the time appointed (4.30 P.M.), the band, accompanied by about twenty rank and file, and nearly an equal number of officers, commissioned and non-commissioned, marched into the gardens, the musicians playing a lively air. Upon their falling into line upon the steps leading to the terrace, the Hon. Mrs. Mercer, with the Acting Governor, approached, the band playing the National Anthem, and the corps presenting arms. Mrs. Mercer then took her station at a table, upon which were placed the elegant trophies which were to be awarded to the successful competitors. Captain H. J. H. Tripp (the Adjutant) was the first called to receive a prize, which was gracefully presented to him with a neat and appropriate speech from the lady distributing them. After the band played "See the Conquering Hero Comes," the rest of the prizes were distributed to the various winners, each presentation being accompanied by words of congratulation from the lady president. His Excellency the Acting Governor in a short but energetic speech, in which he complimented the winners upon their proficiency in shooting, and dilated upon the usefulness of the system of volunteer corps, closed the proceedings.

H.M. troop ship *Orontes* arrived out on the 27th Dec. with troops from England, Mauritius, &c. The *Mail* on this says:—Amongst the officers brought here by H.M.S. *Orontes* is Dr. Newton, Royal Navy, appointed by the Admiralty to the Hospital ship *Acorn* at Shanghai. We are glad that the navy is so often fortunate in selecting popular officers to fill vacancies on foreign stations. Dr. Newton is well known to the old residents in China as Assistant Surgeon of the *Bittern* during her eventful commission, and he was presented by the Ningpo and Shanghai guild of bankers and junk owners with valuable tokens of their esteem and regard on his departure from the north for Canton in November, 1855. He will doubtless again make himself a favourite with both the native and foreign community.

A match between the Garrison and the Hong Kong Cricket Club resulted as follows:—The Garrison team of nine officers and two privates first took the wickets at 11.10 A.M., and retired at 1.20 P.M. for ten wickets and 124 runs; of which number 24 was obtained off one bat. The Club sent in two men to the wickets at 1.30, and on tiffin being called at 2 P.M. the score stood one wicket for 14 runs. Play was resumed after refreshment, and at 4.40 P.M. a splendid catch by point finished the innings for a score of 127, but three ahead of the Garrison. The Garrison second innings began without loss of time, and at gun fire the balls were housed, or rather tented, 17 runs having been obtained for one wicket. The next morning, play was resumed shortly after 10 A.M., the Club being in the field. The Garrison scored 206 runs for ten wickets. The Club now knew exactly what they had got to make and obtain the game, but at twenty minutes to five lost the ten wickets for 92 runs. Consequently the military won by 111 runs.

Messrs. Gibb, Livingston and Co. announce that depots for Labuan coal have been established at Swatow and Amoy.

The steamers *Ta pang ngo*, *Undine*, *Azoff*, and *Yesso*, have arrived from the coasting ports, but they bring no items of news. The *Aden* had also arrived from Shanghai with the usual P. and O. mail of Dec. 25, which will come forward by the mail due on the 13th.

It seems that the soldiers in the garrison are still dying, three being reported by this mail, belonging to the 9th and 11th Regiment. The following article is from the *Daily Press*:—

The heavy losses of the 11th have attracted attention at home, and to judge from an article in the *Army and Navy Gazette* the reputation of our climate is liable to suffer seriously for the neglect of proper precautions on behalf of that unfortunate regiment. "It has been stated," we read,

"that this year Hong Kong is unusually unhealthy, but there can be no doubt as to the main cause of all this disaster. The climate during the hot season is too severe for European troops; assisted by an Indian regiment they may get through tolerably well, but unaided they cannot and never will." Unaided by ordinarily good accommodation or left to perform in this latitude a routine of duty designed for a European climate, it is not to be expected that they will remain in health, but before the authorities at home find the sun of Hong Kong guilty of compassing the destruction of the troops, it may be well to consider how far the dreadful mortality of the 11th may have been owing to needless exposure and avoidable hardship. The health of prisoners in the gaol last summer was remarkably good all the while the soldiers were dying as if they had been stricken by a pestilence. It is odd if we cannot make our barracks as healthy as our prisons, and take as much care of the troops as of the convicts. The *Army and Navy Gazette*, not fully realising the extent to which the bad health of the 11th was due to avoidable causes, urges the employment of Indian regiments in China, and sharply attacks the shortsighted economy which led the Home Government to upset an arrangement considered desirable on its own merits for the sake of saving the difference between Indian and English allowances, due to British troops serving with Indian forces. Most assuredly such petty savings, accomplished at a sacrifice of policy and justice to individuals, lead in almost all cases to some disastrous result. It is not with the view of maintaining that Indian troops should be kept away from China that we would insist on the possibility of keeping British troops here in health. The allowance question should be dealt with on other grounds. If the conditions of service here give English soldiers a fair claim to extra pay, it can scarcely be creditable to the Government to seize on an excuse for evading the fulfilment of their honourable obligations, whether at any given moment Indian troops may or may not be in China.

The following return of a land sale has been published at Hong Kong:—

No. of Lot.	Purchaser.	Annual Rent. \$ c.	Premium. \$ c.
Inland 1 ...	Quan Ee ...	67-68 ...	20,000 00
" 2 ...	Chow Hung Yuen ...	67-70 ...	15,700-00
Marine 4 ...	Chung Awing ...	63-40 ...	14,900-00
" 5 ...	Cum Ching ...	296-02 ...	6,800-00
Inland 7 ...	Jardine, Matheson, & Co. ...	349 76 ...	1,800-00
" 8 ...	Dorabjee Nowrowjee ...	7-05 ...	100-00
" 9 ...	Dorabjee Nowrowjee ...	7-05 ...	150-00
" 10 ...	John Jack ...	7-05 ...	200-00
" 11 ...	John Jack ...	118 04 ...	7,000-00
" 12 ...	See Tai ...	7-05 ...	250-00
" 13 ...	W. M. Morgan ...	10-58 ...	350-00
" 14 ...	W. M. Morgan ...	10-58 ...	250-00
" 15 ...	See Tai ...	21-16 ...	450-00
" 16 ...	Leong Akun ...	10-58 ...	200-00
" 17 ...	Thomas Wallace ...	10-58 ...	250-00
" 18 ...	Thomas Wallace ...	21-16 ...	650-00
" 19 ...	A. E. Vaucher ...	281-46 ...	2,500-00
" 20 ...	A. E. Vaucher ...	483-63 ...	2,700-00
" 21 ...	H. W. Davis ...	421-16 ...	1,600-00
" 22 ...	H. W. Davis ...	148-56 ...	850-00
" 23 ...	H. W. Davis ...	254-54 ...	500-00
" 24 ...	A. E. Vaucher ...	254-54 ...	300-00
" 25 ...	A. E. Vaucher ...	254-54 ...	550-00
" 26 ...	Thomas Wallace ...	254-54 ...	250-00
" 27 ...	Thomas Wallace ...	254-54 ...	200-00
" 28 ...	Thomas Wallace ...	254-54 ...	150-00
		\$3,937-43 ...	\$78,650-00

W. WILSON, Acting Surveyor General.

Regarding the Mint, the *Gazette* supplies the information given below:—

GOVERNMENT NOTIFICATION.

It is expected that the Hong Kong Royal Mint will be opened for work on or about the 31st March, 1866.

It is, therefore, hereby notified that at a meeting of the Executive Council held on the 11th inst. in accordance with the provisions of Section 2 of Ordinance 2 of 1864, the following regulations as to the receipt of bullion, &c., were agreed to:—

1. For the first two calendar months after the opening of the Mint, dollars of all kinds will be received for coinage into British dollars, free of Seignorage.
2. For the two months next following they will be received and returned in British dollars at a Seignorage charge of 1 per cent.
3. At the close of this latter period the fixed Seignorage charge of 2 per cent. will be made.
4. In the case of dollars requiring melting previous to assay there will be an additional charge of $\frac{1}{2}$ per cent.
5. Where the dollars brought for recoinage prove on remelting to be below the Hong Kong standard, a charge of $\frac{1}{2}$ per cent. will be made and the metal returned.
6. These two last charges will be made from the time of the Mint opening.
7. Sycee, bar silver, and bullion will be liable from the first to the full charges.
8. No quantity under 5,000 oz. will be received.
9. Delivery must be made at the Mint, Causeway Bay, East-point, and priority of application will be the rule followed.

For forms of application and further particulars apply to T. W. Kinder, Esq., Master of the Mint.—By order,

W. H. ALEXANDER, Acting Colonial Secretary.

Colonial Secretary's Office,

Hong Kong, 20th December, 1865.

The plant, stock in trade, and goodwill of the *China Mail*, weekly newspaper, together with its daily and overland editions, are offered for sale by the executors of Mr. Kemp, the late proprietor.

The prospectus of the "Hong Kong Hotel Company, Limited," is advertised, with a capital of \$300,000, to purchase the "Oriental," and carry it on as a first-class family hotel. Arrangements are also said to have been made for the purchase of the "Keying" and "Marine" houses. The *China Mail* complains that although the public are asked to invest a large sum of money in this undertaking, no information of a *bona fide* character is vouchsafed them. The names of the provisional directors and promoters are not even published; the proceedings of their meetings are kept secret; nothing is said as to the terms upon which the various properties named have been, or are to be acquired, nor of the outlay necessary to make them available, which will certainly be very heavy. Apart from these objections, the scheme appears a feasible and promising one; and, with a greater measure of candour and publicity, will probably gain the confidence of the public. One feature included in it—the establishment of an Exchange room, on the principle of the "Jerusalem" in London, will, if well carried out, certainly be a great boon.

We are informed that Governor Mercer is about to resign the Grand Mastership of British Freemasonry in China, which position he has now held for the last thirteen years. Increased pressure of public duty is the assigned reason. Henry Murray, Esq., is said to be the probable successor.

The Peruvian ship *Onstina* reports having experienced good weather during the passage. Chili blockaded by the Spaniards. One of the Pacific mail boats was on her way to Valparaiso before the news reached Callao; when she arrived at Valparaiso was refused an entrance; returned to Callao, and then the British war vessel *Leander* went off with the company's steamer to Valparaiso to enforce an entrance, and the U. S. steamer *Waterloo* also went there. No news of their operations reached Callao before leaving.

The British ship *Queen of the Age* reports that on the 12th December came through Gillolo Passage in company with the *James Shepherd*, of London, from London to Shanghai. Had experienced very strong squally weather after passing Pellew Islands with high confused seas, and thick, rainy, foggy weather in passing through Ballentang Passage.

JAVA.

BATAVIA.

H.N.M.'s steamers *Amsterdam*, *Djambi*, and *Ardjoeno* returned to Batavia on the 1st November, having on board of them the troops which had been sent to the north-east coast of Sumatra last August, for the purpose of reducing to the rule of Siak the small kingdoms on that coast which had refused to acknowledge its authority.

After subduing the Kingdom of Assahan, the greater portion of the land and sea forces proceeded to Serdang in order to bring the King of that country to reason. When the troops arrived there they found that the subjugation of Assahan had already produced a favourable impression. On the 28th September, previous to the arrival of the troops, the Sultan of Serdang had addressed a letter to the Comptroller in which he entreated for pardon for his error against the Government; and on the 3rd of October he came on board one of the steamers, accompanied by his brother Toengkoe Pangerang, and his nephew, Raja Moesa, and requested an audience of the Resident.

After the Resident had represented to the Sultan the perverseness of his conduct and the injurious consequences which had nearly resulted therefrom, he granted him pardon in the name of the Government, and renewed the former treaty with him.

COCHIN CHINA.

SAIGON.

The monument erected in honour of Lieutenant Lamaille *Charge des Affaires Civiles*, at Saigon in 1862, who died on his way to France, is nearly finished. It is an elegant pyramid of granite, placed on the Quay opposite Catinat-street. It is in view of the shipping and the greater part of the city. The position is befitting the memory of an officer who was so universally loved and regretted.

On the 27th December, the *Tigre* anchored, having on board the Governor and his family. Admiral Roze at once called on him. On the next day at seven o'clock Admiral De la Grandière landed, and his flag was hoisted on board the *Duperré* under a salute of 17 guns. At eight o'clock the heads of departments were received by the two admirals. For some days

following numerous visitors repaired on board the *Guerriere* to pay their adieux to Admiral Roze.

From Bein-hoa we learn that tigers have much disturbed the village of Long Thanh. On the night of the 1st November two tigers entered the fort by different directions, whence they carried off a dog. At Vinh-Loi one of these animals has been killed under very curious circumstances. This tiger had been the terror of the village for three months, and on the 26th of August, at nightfall, he carried off an old woman. On the next day an Anamite marriage was being celebrated. At eight o'clock in the evening, the bridegroom, escorted by his parents and friends, set out on a visit to the house of his future wife, carrying with them the usual complimentary gifts; among them figured a whole pig roasted and varnished, and decorated with flowers and paintings. This animal, reserved for the guests, was carried off by the tiger just at the hour of the feast. The bridegroom, who was forced to offer up another victim to the appetites of the guests, resolved to go out and revenge himself. He prepared a trap for the ferocious beast, which the latter avoided for some time, but at length was caught.

MALACCA STRAITS.

SINGAPORE.

Dates are down to the 6th January. The French mail of Nov. 17 arrived out on the 24th Dec., and the P. and O. mail of Nov. 26 had not arrived out.

The steamer *Japan*, from Glasgow, arrived out on the 23rd December. The *Singapore Free Press* of 28th December and 4th January contain no items of importance beyond the New Year's festivities.

Beyond the following telegram we have received no details of the mutiny on board the *Pride of the Ganges*, from Hong Kong to the West Indies with coolies.

The J. D. Visser (Dutch barque), arrived at Singapore 22nd Dec. from Hong Kong, reports that in lat. 17 N. she passed the *Pride of the Ganges*, standing in towards the China coast, with signal flying, "Mutiny on board." The J. D. Visser signalled "Heave to and I will come to your assistance," the reply to which was not allowed. The Dutch vessel followed, and the *Pride of the Ganges* outsailed her, and when last seen the signal "Master overboard" was flying.

PENANG.

We take the following items from the *Penang Gazette*:—The examination of the young ladies of St. Maur's Institution took place on the 16th Dec. The room, as usual, was decorated in a very pleasing style, reflecting much credit on the taste of those under whose direction it was done. The examination of the scholars consisted of various displays in music and singing, together with dialogues on various subjects. Ecclesiastical history, general history and geography, reading &c., formed the programme. The great amount of real good done by the disinterested efforts of the sisters belonging to the Convent invests these yearly examinations with considerable interest to all of us, and we wish the St. Maur's Institution every success in their good efforts.

The examination of candidates for the "Gottlieb Scholarship," attached to the P. W. I. Free School, was held on the 21st December last, under the superintendence of Messrs Bain, Gottlieb, Scott, and the Rev. Mr. Mackay. The successful competitor last year—a Chinese boy named Oh Cheng Chan—headed the poll, and fairly outstripped his rivals, gaining 262 more marks than his successor this year, who is also a Chinese lad, named Ong Eng Tin. Oh Cheng Chan was allowed to compete merely for distinction, as the prize is not awarded to the same boy twice.

During the last two weeks there have been two vessels sold; one, the Hamburg brig *Greta*, carrying 4,800 piculs, sold for \$4,400, her name being now changed to that of the *Spitfire*, was bought by natives of this place, and destined for the Pinang trade; the other, the British schooner *Delphin*, carrying 2,700 piculs, was sold for \$4,100 to a native of Padang and is destined for the trade on the West Coast of Sumatra.

EXCHANGES ON LONDON.

[For dates, see first page.]

	Bank.	Private
At Yokohama 6 months sight.	6s. 3d.	6s. 2d. to 6s. 4d.
At Shanghai 6 ditto		
(per Tael.)		
At Canton 6 ditto	6s. 7d.	7d. to 6s. 8d.
At Hong Kong 6 ditto		
At Macao 6 ditto	6s. 7d.	6s. 7d. to 6s. 8d.
At Singapore 6 ditto		
At Manila 6 ditto		

At Shanghai, Bills on India, Rs. 296 to 299 per 100 taels. At Hong Kong, Rs. 219 per \$100. Bar Silver at Shanghai, 111 taels; at Hong Kong, 104 per cent. prem. Mexican dollars at Shanghai, taels 72 per 100 and Exchange on Hong Kong, 26 to 27 discount. Hong Kong and Shanghai Bank shares, 11 per cent. prem.; Gas Company in demand by Europeans and Chinese at £3 and £4 prem. per share; Hong Kong and Whampoa Docks, 45 prem.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTH.

ELLES—On the 3rd Feb., at Wimbledon Common, the wife of Jamieson Elles, Esq., of a son, prematurely.

FERRARIA—On the 27th Dec., at Hong Kong, the wife of Eduardo S. Ferreira, of a son.

MARRIAGE.

SKINNER—BALFOUR—On the 26th Dec., at Singapore, Capt. A. Skinner, to Isabella Balfour, of St. Andrews, Scotland.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1865-66.

	From Kana-gawa.	From Shang-hai.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Nov. 30, 1865	1723939	40340898	37679800	747284	10426135	90917046	49555
Corresponding period last season	890895	43533627	37858946	453017	7496870	90163356	25515

SHIPMENTS SINCE.

	Ship.	From.		
Dec. 1 ...	Salsette (mail str.)	Shanghai, &c.	...	1,414
— 2 ...	Portland	Foochow	...	1,312,500
— 3 ...	Glencoe	Shanghai	...	959,460
— 4 ...	City of Quebec	Do.	...	845,360
— 5 ...	Juanpore	Foochow	...	563,700

TO UNITED STATES.

					Piculs.
From June 1 to Nov. 30, 1865	...	...	...	...	15310883
Corresponding period last season	...	...	...	...	7280444

SINCE SAILED.

Dec. 2 ...	Oscar	Shanghai	...	949,200
— 3 ...	Bothwell Castle	Do.	...	61,000

TO THE CONTINENT.

					Bales.
From June 1 to Nov. 30, 1865	...	...	...	...	2313150
Corresponding period last season	...	...	...	...	38800

SAILED SINCE.

Dec. 5 ...	Aldebaran	Foochow	...	352,900
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TO SAN FRANCISCO.

					Tea pkgs.	Boxes.
From June 1 to Nov. 30, 1865	...	...	...	...	18457	405
Corresponding period last season	...	...	...	...	12640	...

SHIPMENTS SINCE.

Dec. 8 ...	Agneria	...	...	870	2
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TO AUSTRALIA.

From June 1 to Nov. 30, 1865	...	...	...	5,668,615
Corresponding period last year	...	...	...	934,700

SAILED SINCE.

Dec. 7 ...	Tycoon	...	...	563,600
— 8 ...	Amaranth	...	...	250,500

TO GREAT BRITAIN.

From 1845 to 1844	...	...	...	...	51,022,600	...
" 1845 to 1846	...	...	...	...	57,334,000	18,604
" 1846 to 1847	...	...	...	...	65,972,000	22,143
" 1847 to 1848	...	...	...	...	77,327,900	61,280
" 1848 to 1849	...	...	...	...	92,240,300	50,480
" 1849 to 1850	...	...	...	...	76,990,255	66,311
" 1850 to 1851	...	...	...	...	65,789,792	83,136
" 1851 to 1852	...	...	...	...	85,560,432	64,163
" 1852 to 1853	...	...	...	...	90,066,160	70,644
" 1853 to 1854	...	...	...	...	109,854,040	79,199
" 1854 to 1855	...	...	...	...	121,273,580	72,848
" 1855 to 1856	...	...	...	...	117,463,586	46,605
" 1856 to 1857	...	...	...	...	121,336,870	32317

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Nov. 30, 1865	...	26	1187	2769	133	...

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Piculs.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Nov. 30, 1865	20260	36	...	459	235	4543

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongee Pieces.	Wool Piculs.
From June 1 to Nov. 30, 1865	45358	26148	1374	5875	...	...

	SHIPMENTS SINCE.
Oscar	150
Bothwell Castle	9000
	5450 ... 500

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Tails.
From June 1 to Nov. 30, 1865	47	5383	123512	1700	2840	209800

SHIPMENTS SINCE.

Dec. 3 ...	Agneria	...	...	...	955
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TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Tails.	Crackers Boxes.
From June 1 to Nov. 30, 1865	...	...	707	1402	1900	...

The picul is 133½ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

SHIPPING INTELLIGENCE.

ARRIVALS.

At SHANGHAI: From London: Dec. 15, Anglo Saxon; 21, Jubilee. From Hamburg: Malvina Vidal.

At HONG KONG.—From London: Dec. 27, Ladye Love; 28, Crest of the Wave. From England: Dec. 27, H.M.S. Orontes. From Sunderland: 28, Queen of the Age. From Cardiff: 27, Louisa Kohn. From Shields: 25, Ornate.

At HONG KONG.—From Liverpool: 14, Ariel (in 100 days), and would leave for Rangoon on the 30th.

DEPARTURES.

From SHANGHAI.—For London: Dec. 14, Henry Finlayson; 21, Patricia; Earl Dalhousie. For New York: 13, Capriolani; 15, Roderick Dhu; J. N. Cushing Grasmere.

From FOOCHOW.—For London: Lammermuir; Bacchante. For New York: Archer, Glencune.

COMMERCIAL POSTSCRIPT

The Hindustan, China and Japan Bank has complied with the standing orders in respect to its Bill for the reduction of the nominal amount of shares to be brought forward this session. The Bill passed the Examiners on the 30th ult.

The following is from the Circular of Messrs. W. C. Sillar and Co.:—
SILVER.—The demand for India still continues, though on a more limited scale. The rumours of the unsatisfactory state of the Mint in Bombay, and a fall in the exchanges, have somewhat affected the market, and caused a decline in the rates. Our present quotations are 5s. 1½d. per oz. standard, and 5s. 1 11-16d. at Marseilles; a considerable amount was despatched to Calcutta from that port by the steamer of the 28th ult., a large portion of which was in five-franc pieces. The steamer of the 4th inst. from Southampton will also take a fair amount. The fine bars by the Shannon were sold yesterday for India at 5s. 1½d., showing no alteration as compared with the previous packet, though in the interval prices have ranged considerably higher. Last mail brings reports from Bombay of the mint being unable to coin sufficiently fast for the wants of the community, so that silver, itself the standard of currency, is comparatively inconvenient and uncertain as a remittance. We believe that this evil would be counteracted if the Government of India would permit bars of silver, stamped by the mint, to be a legal tender in payments of magnitude, or sanction the issue of notes against silver bullion.

EXCHANGE on India has shown some fluctuation, and the last two days the banks have been willing to draw on slightly easier terms than the rates lately ruling. We annex the quotations for Bank bills now current. The amount of Council bills to be tendered for on the 7th inst. is 35 lacs.

Mr. Page's Annual Bullion Circular states:—

Gentlemen.—The total shipments during 1865 fell short of those made during 1864, by rather more than 10½ million sterling, viz:—To Alexandria, decrease in 1865, say 2½ millions; to Bombay, 4½ millions; to Madras, ½ million; to Calcutta, 2 millions; to China, and Straits of Malacca, 1½ million; Net decrease during year 1865, compared with year 1864, 10½ million. The progressive increase in the shipments from Marseilles, compared with the export from Southampton, is worthy of notice. In 1860 the Marseilles shipments amounted to about one-third of the amount sent from Southampton, while during last year the export from Marseilles was considerably more than double that from Southampton. This change is partly owing to the saving of time effected via Marseilles, admitting of operations by that route after the departure of the Southampton steamer, and also in some degree to the lower charges via Marseilles, especially on shipments to Calcutta and China.

ARRIVALS NOT INCLUDED IN THE TABLES.—Jan. 17, at New York, from Foo-chow-foo, Glenaros; from Singapore, Earl of Shaftesbury; from Yokohama, Surprise; 31, at Texel, from Batavia, Ida Elizabeth; from Samarang, Verden; Dec. 18, at Monte Video, from Hong Kong, Kate Carnie; Feb. 4, at London, from China, Statesman, Wild Deer; at Deal, from Ceylon, Reform; from Penang, Napier; 5, from China, Dartmouth, Helen Nicholson, Polmaise.

DEPARTURES.—Feb. 3, from London, for Hong Kong and Canton, Dunmail.

SPOKEN—Areta (?), Batavia to Amsterdam, 48 days out, Dec. 6, 28 S., 8 E.; Silver Craig, Batavia to Boston, Dec. 3; Catharina, Hamburg to Shanghai, Dec. 2, 25 N., 27 W.

LAID ON—At London, for Simon's Bay and Trincomalee, Brothers. **CASUALTIES**—The Earl of Shaftesbury, Kromann, which arrived at New York, Jan. 17, from Singapore, had met with very heavy weather, during which she had her bulwarks stove, and damaged her rudder.

The Tiptree, Mason, from London for Japan, put into Rio Janeiro, Dec. 31, short of provisions.

Nabal and Military.

The Tien-sien, which was purchased by the Government from the promoters of the China expedition under the command of Capt. Sherard Osborn, and which since the close of the China war has been lying, together with two of her sister ships, in Sheerness harbour, has been purchased by Mr. Laird, of Birkenhead. A captain and crew have been sent to Sheerness to fetch her away.

Captain Wake, R.N., of the Bulldog, is the brother of Mr. Wake, C.B., who was distinguished for his heroic defence of Arrah during the Indian mutiny. Both brothers are now on a visit to their mother, Lady Wake, sister to the Bishop of London, at Weston-super-Mare.

Captain de Casembroot (lately in Japan), naval aide-de-camp to the King of the Netherlands, and who lately commanded his Majesty's ship Cycloop when she conveyed the Queen of the Netherlands to England, visited Woolwich Dockyard on Wednesday last, and, after paying his respects to the Commodore Superintendent, inspected the Prince Albert, turret-ship, over which he was shown by her captain. He expressed himself highly gratified with the several arrangements on board.

The Indian reliefs of this year will be the 1st battalion 3rd Buffs, 2nd battalion 1st Royals, and 1st battalion 2nd Queen's from home, the 2nd battalion 11th, from Hong Kong, which goes to Bengal, and the 2nd battalion 25th, from Ceylon.

9TH REGIMENT.—The 2nd battalion will leave China for Japan, and be quartered at Yokohama.

11TH REGIMENT.—The 2nd battalion is ordered from Hong Kong to India. Out of the ten companies on foreign service—the regulation strength of each of which is 100 men—there were but 100 men doing duty when the last mail left China, the whole of the rest being in hospital, invalided, or dead. The draft for Hong Kong has been countermanded; it will not sail till about the 20th June, and then for India to meet the head-quarters.

20TH REGIMENT.—The 2nd battalion will not leave Japan for India, as originally intended, but will be sent to garrison Hong Kong.

31ST REGIMENT.—Hospital-Sergeant John Adair was discharged on the 16th January, on a pension of 2s. per diem, after twenty-five years' service. He was presented on leaving with a purse containing ten guineas and a handsome watch and chain from the non-commissioned officers and men of the regiment, who exhibited, in the strongest manner, the sense they entertained of his zeal and devotion in the Crimea, in India, and in China to the sick and wounded in all the vicissitudes of climate, service, and of danger.

WAR-OFFICE, JAN. 26.—9th Foot: Ensign William Smith Duthie to be lieutenant, by purchase, vice Robert Dillon Hare, who retires; Richard Andrews Mitchell, gent., to be ensign, by purchase, vice Duthie. 25th Foot: Gentleman Cadet Alfred William Turnbull, from the Royal Military College, to be ensign, by purchase, vice Augustus Owen, who retires.

BREVET.

The commission as colonel of Lieutenant-Colonel Arthur Willis, C.B., 88th Foot, to be altered 21st May, 1865.

Paymaster William Wastell, 6th Foot, to have the honorary rank of captain.

Captain Francis Gamble Blood, 69th Foot, to be major, in succession to General Sir Edward Whynates, K.C.B., Royal Artillery, deceased.

The following promotions to take place in succession to General Peter Augustus Lantour, C.B., Colonel of the 3rd Hussars, who died January 11, and General Sir James Frederick Love, G.C.B., Colonel of the 43rd Foot, who died January 13:—

To have the rank of General.—Lieutenant-General John Henry Richardson, lieutenant colonel, unattached.

Lieutenant-General William Chamberlayne, lieutenant-colonel, unattached.

To be Generals.—Lieutenant-General the Hon. Sir Edward Cust, Colonel of the 16th Lancers. Lieutenant-General Francis John Davies, Colonel of the 67th Foot.

To be Lieutenant-Generals.—Major-General Frederic Johnston. Major-General Sir Edward Mortimer, K.C.B., Colonel of the 100th Foot.

To have the rank of Major-General.—Brevet Colonel Edward Charles Fletcher, captain, half-pay, 3rd Dragoon Guards. Brevet Colonel Edward Bagot, major, unattached. Brevet Colonel James Scargill, major, unattached. Brevet Colonel Samuel Tryon, major, unattached.

To be Major-Generals.—Brevet Colonel Robert Lewis, from major, unattached. Brevet Colonel, with local rank of Major-General in India, Thomas Williams, C.B., from lieutenant-colonel, 4th Foot.

To be Lieutenant-Colonels.—Captain and Brevet Major Charles Mingaye Green, 30th Foot. Major Nathaniel Steevens, unattached.

To be Majors.—Captain Francis Robert Glanville, Royal Artillery. Captain Frederick N. Dore, half-pay, 97th Foot, and staff officer of pensioners.

The Conqueror, screw line of battle ship, 2,845 tons, 500-horse power, Captain W. G. Luard, has arrived from China and Japan. The Conqueror has brought to England the battalion of Royal Marine Light Infantry that has recently been on special service in Japan, and a number of invalids, naval and military. The Royal Marine battalion embarked for service in Japan at Plymouth in December, 1863, under the command of Lieut.-Col. Suther, and arrived off Yokohama, Japan, in June, 1864, where

it landed and encamped. In the following August the battalion re-embarked in the Conqueror, and proceeded with the allied fleets to the inland sea, where it was present at the bombardment of the enemy's batteries at Simonosaki on the 5th of September, 1864. The battalion has brought to England as its "lawful prize of war" two brass field-pieces captured in the attack on the stockade at Simonosaki. Having left behind in China and Japan about one hundred volunteers, the present strength of the battalion is 26 officers, three staff-sergeants, 125 sergeants, and 350 rank and file. The Legation guard of Royal Marines, who have been in Japan since March, 1863, for the protection of Her Majesty's Minister and the Legation, have also returned to England with the battalion in the Conqueror. The names of the officers attached to and accompanying the battalion are as follows:—Lieut.-Colonels P. C. Penrose, C. W. Adair, and J. A. Stewart; Capt. J. H. Parry, W. Taylor, J. Lean, J. B. Seymour, and J. B. Colwell; First-Lieuts. W. J. Barker, quartermaster, R. H. Dwyer, A. Hill, A. W. Johnstone, J. W. Inglis, W. H. Poyntz, adjutant, J. C. Hore, F. Hutchenson, W. W. Spalding, J. M. W. Silver, J. Inman, H. J. L. Norcock, J. C. Peters, T. Lakin, and C. A. Kennedy; Dr. Ord, surgeon; Dr. Robertson, assistant-surgeon. Mr. Egles, Mr. Charles, R.N., and Mr. Congreve, R.N., with 81 seamen and marines, have also arrived in the Conqueror as passengers, invalided and otherwise sent home from Her Majesty's ships on the China and Japan stations.

His Netherland Majesty's screw steamer the Watergeus (6 guns), Commander Escher, which put into Falmouth with partial damage and short of fuel on the 30th of December, resumed her voyage to Java from that port.

The hired sailing troopship Gresham, Capt. Brayley, has arrived at Spithead with military and naval invalids on board from Hong Kong and the Cape of Good Hope. She has brought to England from Hong Kong Capt. Burland and Gipps, 2nd battalion 9th Regiment; Lieut. Vaughan and Surg. Black, 2nd battalion 11th Regiment; Mr. Deegan, Military Store Department; Purveyor Thompson; Staff Assist. Surg. Adams; Mr. Boxer, Master R.N., late Her Majesty's naval agent at Hong Kong, and Mrs. Baylan; also 175 soldiers, invalids, 25 women and 28 children, and 8 naval invalids; 45 invalided soldiers, too ill to proceed any further on the voyage to England, were landed at the Cape for treatment in the military hospital there. Staff Assist. Surg. Ray and 35 men, women, and children were embarked at the Cape for conveyance to England; and at Ascension, where the ship called after leaving Simon's Bay, eight more invalids were taken on board. The ship sailed from Hong Kong on the 13th October, calling in at Anjer on the 5th November, and sailing again on the following day. The Cape was reached on the 6th of December, and the ship remained there at anchor in Simon's Bay until the 16th. Ascension was reached on the 28th, and left again on the 30th. Fine weather was experienced throughout the voyage until off the Azores, when a fresh gale was fallen in with, which soon passed over. The deaths during the voyage have been unusually numerous, 38 soldiers, two distressed seamen, three women, and eight children having died on board since the ship left Hong Kong. This excessive mortality, however, is ascribed to the dysentery and fever which prevailed at the time of embarkation, and not to any defect in the arrangements on board for the accommodation of the troops, or the sanitary condition of the ship.

The Salamis, 2. paddle-wheel despatch vessel, Commander Francis G. Suttie, under orders to proceed to China, will sail from Portsmouth about the 12th, and will call in at Devonport on her way down Channel. The Salamis was tried over the measured mile course in Stoke's Bay, near Portsmouth, in accordance with the Admiralty regulations for ascertaining the speed of all Her Majesty's ships prior to their departure from England on foreign service. The Salamis drew 10ft. 1in. of water forward, and 10ft. 4in. aft, aving six months' stores in her hold, and 165 tons of coals in her bunkers, and being in all respects complete and ready for sea. Six runs were made with full-boiler power, the respective speed of each run made being 12.721, 14.063, 13.091, 14.342, 13.091, and 14.402 knots; the mean speed of the ship at full-boiler power, 13.649 knots; steam pressure, 23lb. Vacuum—forward engine, 25in.; after engine, 26.5in. Revolutions of the engine—maximum, 32; minimum, 31. With half-boiler power four runs were made over the mile, with the following speeds—10.434, 12.203, 10.055 and 12.203 knots, the mean speed at half-power of the ship being fixed by these figures at 11.224 knots.

The contingent of the Royal Marine Light Infantry, which formed a portion of the Japan battalion, was inspected at head-quarters, Chatham, at which the officers and men had arrived the previous evening from Portsmouth, after disembarking from the Conqueror, 78, Capt. W. G. Luard. On marching into the barracks their comrades turned out on the parade-ground, and gave them three hearty cheers. An inspection of the officers and men of the detachment was made by Col. J. O. Travers, C.B., the commandant of the division, who expressed himself well pleased with the appearance of the non-commissioned officers and men after their lengthened absence. At the same time a letter from the Admiralty was read to the detachment, in which their Lordships expressed their sense of the exemplary manner in which the officers and men had carried out the duties in which they had been engaged since their absence from England. The non-commissioned officers and men will be paid their arrears of pay on the arrival of the lists from the Royal Marine-office, immediately after which they will be granted several weeks' leave of absence for the purpose of visiting their friends.

The following medals and gratuities awarded by the Board of Admiralty to the Woolwich division of Royal Marine Light Infantry for good conduct and long service were yesterday presented by Col. Maxwell, Commandant:—Colour-Sergt. Jonah Holder, a medal and £15; Armour-Sergt. Thomas Edwards, a medal and £15; and Drummer Charles Hines, a medal and £5. Capt. Allen, Lieut. Rutherford, one sergeant, one corporal, and five privates Royal Marines yesterday left Woolwich by rail to join the Doris at Plymouth for service. The Royal Marine detachment told off for the Island of Ascension yesterday went up to Deptford from Woolwich, in the steam-tug Monkey, and took up their berths on board the Megera in readiness for departure, the order for their embarkation at Woolwich having been cancelled.

NOTICES TO CORRESPONDENTS.

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The London & China Telegraph.

LONDON, MONDAY, FEB. 5, 1866.

THE NIENFEI REBELLION IN CHINA.

SINCE the suppression of the Taiping rebellion another formidable body of insurgents have threatened the Government at Peking. These are named Nienfei or Nie-en-fei by the Imperialists, signifying "Rebellious Banditti," having a perfectly distinct origin from the late religious movement that came from the South, or others of a political character in the West. This may be considered a social outbreak, the result of accidental circumstances; but, nevertheless, a sanguinary insurrection in that distracted empire. Not only are they arrayed against the constitutional authorities, but they rob and murder the peaceful, industrious inhabitants, and evince the greatest hatred to foreigners. As an instance of the latter, they literally roasted alive, some years ago, two missionaries at Chefoo, who risked their lives amongst one of their hordes whom they sought to pacify by religious exhortations. Yet these people were once the loyal inhabitants of that tract of country where the Grand Canal crosses the Yellow River, and the three adjacent provinces converge. At this point the river and canal have been subject to floods; and it was a matter of great importance for the Government to keep their banks in repair to prevent inundation, and have clear navigation for junks carrying rice from the central and southern provinces to the northern capital. As long as the traffic was open to bring them supplies of rice, and the country free from floods, they lived peaceably, tilled the land, and tended their cattle and horses. But the Government neglected the artificial banks of the river, and where they are raised annually in proportion as this very sedimentary stream rises above its bed; and one season, during a heavier flood than usual, the river burst its banks, and inundated the low lands for many hundred square miles. Thousands of the inhabitants were drowned, and tens of thousands ruined by the catastrophe. Those who could manage it emigrated to the higher lands of Shantung, Houan, and Petchele, where they quietly settled down. Others, however, who were not inclined to peaceful occupations, banded together, and plundered the towns and villages that did not suffer by the flood. At first these marauding expeditions were of a temporary character, where they forcibly supplied themselves with rice only. This necessary article of food was shortly afterwards cut off, when the Taipings captured Nanking and Soochow, and Peking was supplied by sea. Moreover, these rebels made an inroad northward, by the route of the Grand Canal, which completely starved the wretched inhabitants, who had no alternative but robbery or death. Their labour upon the embankments, the cultivation of the fields, and the tracking of junks, were gone. Hence they united with their families into a roving band of marauders, robbing all and everybody whom they met of silver, gold, silk, cotton, rice, wheat, and clothing, besides stealing horses, mules, and young women. As the country they traverse is open, with numerous hillocks and clumps of trees, and tolerably good roads, the men are well mounted on strong fleet ponies, while the women and children ride in waggons. In this manner they can travel from forty to fifty miles a day when pursued, so that no infantry force can come up to them. The Government endeavoured to suppress the Nienfei by sending a brigade of wretchedly-armed troops after them; but

they were of no use; and it was not until a body of Tartar horsemen were despatched under the command of SAN-KO-LIN-SIN, the renowned Mongol Prince and General, that this troublesome band of insurgents could be routed. On one occasion, also, a small contingent of British infantry stationed at Tientsin marched against them, but they never saw a Nienfei until the banditti concentrated their force and attacked them; and when they did get the worst of it they were out of range in ten or fifteen minutes. By the last accounts it would appear that they have been rising again in the Northern provinces, and defeated the Imperialists in an engagement. At present their number is probably not more than twenty thousand fighting men, but there are data to conclude that they will have considerable accession to their strength from the soldiers and village braves, who are disaffected in consequence of the bad conduct of the civil mandarins. Should this movement ever assume anything like the gigantic proportions of the Taiping rebellion, it is clearly the policy of the British Government to preserve a strict neutrality. In the case of the Taiping rebellion, our position was very different—where the hordes marched upon our valuable settlement at Shanghai, and the leader of that movement promulgated his blasphemous assumption of Divinity. Here the Imperial Government has been to blame from the first in neglecting to maintain the public works raised by their predecessors to prevent the calamity; and when that did happen they never attempted to succour the distressed people. No doubt they are a bloodthirsty band of miscreants, as all such are in a nation where the laws and punishments are so cruel. But they had wrongs to be redressed, to which the authorities turned a deaf ear, and they were forced by starvation to become rebellious. Fain would the Chinese Government enlist our services in suppressing the Nienfei as we did the Taipings; and they witnessed with apprehension the withdrawal of our military force from Tientsin and the Takoo forts. Enough of British life and treasure has been sacrificed in that pestilential country to maintain our policy, which, it is to be hoped, has taken root at the Court of Peking, so that it may grow in strength by diplomatic action alone.

SIR RUTHERFORD ALCOCK is now at his post as the Second Minister Plenipotentiary, since the barriers of Chinese exclusiveness were broken down by the force that backed his predecessor, SIR FREDERICK BRUCE. The line of policy pursued upon that occasion was doubtless the best, as it proved successful. Now, however, that the way has been cleared, a less warlike attitude is necessary, to avoid complications that may lead to further strife and expenditure. The English nation will not stand any more heavy rates for China wars, to uphold a prestige that is not appreciated by those Celestial diplomats. It is casting pearls before swine to place the flower of British chivalry before the ranks of Chinese soldiery and their pusillanimous mandarins. Sir R. ALCOCK's mission will be entirely of a civil nature, and as such it should be thoroughly impressed upon the administration. Amity and friendship between the two Governments, and strict neutrality towards the internal affairs of the empire, should guide his diplomacy; while his duties as superintendent of British trade in China should lead him to see that the treaties are honestly carried out by the Chinese, while they are not infringed upon by our traders. The Court of Peking has not yet sent an ambassador or resident plenipotentiary to the Court of St. James's, consequently there is no necessity that the Legation at the capital should attempt to make a display in proportion to the apparent magnitude of the office. As the international questions to be discussed are likely to be confined to those affecting commerce, it will be judicious for the new Minister not to travel too much beyond that sphere, in case he might get into the depths of hostile controversy.

AMERICAN CONSULAR JUSTICE.

OUR American cousins seem to be generally unfortunate in the choice of their representatives in the Far East. The vagaries of United States Consuls in China have often been the theme of discussion, but probably no case has been recorded in which one of these officials exhibited such a degree of mingled incompetence and malignity as did Colonel FISHER, the United States Consul at Yokohama, in trying the case of RICKERBY v. GLACKMEYER. The circumstances of the case are briefly these: One GLACKMEYER, an American "rowdy," was prosecuted by his employers for a series of thefts, for which, although clearly proved, the United States Consul declined to punish him. Considering himself aggrieved by a report of the

case which was published in the *Japan Times*, this GLACKMEYER next distinguished himself by a brutal and cowardly assault on Mr. RICKERBY, the Editor of that paper, and Mr. RICKERBY, under the delusive hope of obtaining justice from the United States Consul, duly laid his plaint before that functionary. The defendant fully admitted the assault, and attempted in the most impudent manner to justify it, using, even in court, the most insulting language to Mr. RICKERBY and his witnesses. The Consul overruled Mr. RICKERBY's protest against this indignity; joined the defendant in abusing him; summarily rejected all evidence which told in favor of the plaintiff; treated the case alternately as civil and criminal, according as it best suited his purpose of deliberate injustice; sanctioned the foulest imputations on Mr. RICKERBY's character, for which there was not the shadow of a foundation; grossly insulted his witnesses, and even Her Britannic MAJESTY'S Consul, in open court; and finally fined the assailant a few cents, condemning the complainant in costs. Such a shameless abuse of power as this has, we are glad to see, drawn forth a unanimous remonstrance from the other Consuls, and a memorial from the residents of all nationalities, which will be forwarded to their respective Governments. As soon as those steps have had time to take effect, we doubt not that the presence of Colonel FISHER at Yokohama will cease to be a reproach, nay, a standing disgrace, to the country he so shamefully misrepresents.

THE HONG KONG DOLLAR.

WE have much satisfaction in announcing that the necessary preparations for the issue of the silver dollar, the only coin now wanting to render the new Hong Kong currency perfect, are at length completed; a specimen of the coin having been submitted for the QUEEN'S approval, and received Her MAJESTY'S sanction. It was of the first importance that this coin, destined to circulate throughout the length and breadth of the Chinese Empire, should not only be creditable to British art, but present in its devices nothing calculated to offend Chinese prejudices; and this requirement appears to have been fully appreciated by the Mint and Treasury authorities. The chief difficulties to be overcome were the incongruity commonly attaching to the blending of English and Chinese characters, and the necessity of avoiding heraldic devices—the most usual form of ornamentation on the reverse of European coin. It was therefore decided that the ornamentation should be purely Chinese, and to insure correctness in its execution the task was entrusted to Mr. OWEN JONES, whose researches in Oriental art entitle him to the highest position as an authority on this point. To leave nothing undone which could add to the beauty and effectiveness of the coin, Her MAJESTY graciously consented to sit for a medallion to Mr. WILLIAM THEED, the eminent sculptor, and the result is that the obverse of the new coin presents an exquisitely moulded head of the QUEEN, free and graceful in treatment, and singularly faithful as a likeness, reduced from Mr. THEED'S medallion. The transfer to the steel die was effected by Mr. LEONARD C. WYON, the official engraver to the Royal Mint. The head is encircled by the legend VICTORIA, QUEEN, with a Chinese border, filling the intervening spaces between the words. The reverse bears the same appropriate ornamental border, but without lettering, and in an inner circle the inscription ONE DOLLAR, HONG KONG, 1865; while the centre piece, the most characteristic portion of the coin, is composed of a Chinese labyrinth, enclosing the Chinese rendering of these inscriptions. The general appearance of the coin is exceedingly beautiful, and certainly does infinite credit to all concerned in its production; we cannot, however, help expressing a regret that a profile of Her MAJESTY should have been deemed an essential part of the design. An obstinate aversion to changes of any description is one of the most deeply-rooted prejudices in the Chinese character; and if the Hong Kong dollar is always to bear the portrait of the reigning Sovereign, a change which may give rise to more currency difficulties will sooner or later be inevitable. It is much to be feared that when the necessity unhappily arises for replacing the portrait of our present QUEEN (whom God preserve!) by that of her successor, the dollars coined during the present reign may rise to an absurd premium, to the prejudice of future mintages. It is needless to enlarge on our reasons for this supposition, as the history of the Carolus dollar will immediately suggest itself to everyone conversant with the China trade. And we think this difficulty might well have been avoided, without any detriment to the beauty or usefulness of the coin, by substituting on the

obverse a figure of Britannia as a national emblem, instead of a profile of the Sovereign. We understand that only a few specimen coins will be struck in this country, after which the die will be forwarded to Hong Kong without further delay.

THE ICHIBOU* QUESTION.—PROFITS OF OFFICIALS.

IN our late articles on the excessive mortality among the troops at Hong Kong, we had occasion to advert to the demoralising influence exercised on our naval and military services on the China station by the seductive advantages offered to officers visiting Japan. *The Times*, in a late article on the same subject, refuses credence to statements which it says, if true, "would put officers holding high places of trust in Her MAJESTY'S service on a level with sharpers." However this may be, we are now in possession of evidence—of which the following letter forms but a portion—clearly establishing the truth of the allegations which have been made, so greatly to the disadvantage of a large number of officers of all grades. We content ourselves with exposing the evil, and producing evidence of its existence; leaving it to the proper authorities to decide on the exact measure of culpability attaching to those who have sanctioned and profited by it. As our correspondent says, they may think the name given to it by the leading journal a harsh one, but that is not our affair. Briefly, then, the main facts demanding our attention are—That officials of high rank in Her MAJESTY'S service have been benefited to an enormous extent by the exchange allowed them by the Japanese Government. That these officials have induced the Japanese to continue the benefit to themselves, by consenting to its being withdrawn from those whose interests it is their duty to protect. That the Japanese Government has been compelled to exchange one dollar per diem for each private soldier belonging to the regiments quartered in Yokohama. That the profit on this, amounting to some £1,100 per month, has been carried to a fund and divided among officers and men, in proportion to their pay; thus giving the officers, besides the profit on their own exchange, the lion's share of that rightfully belonging to the men. That officers not belonging to the garrison, who visited Yokohama for pleasure or on sick leave, were permitted to share in the spoil, in consequence of a threat that they would otherwise expose the abuse. That two officers who visited Yokohama last year—Colonels GRANT and LOVELL—had cheques sent them for a share, but returned them, declining to have anything to do with it. That the Prussian Minister, believing that the honour of his country was compromised by the acceptance of such a bribe, declined any participation in it either for himself, or the naval or diplomatic services of his Sovereign. And finally, that all these facts, and many others equally suggestive, were published in the *Japan Herald*, the leading Yokohama journal, in October last, and up to the present time no attempt has been made either to refute or justify them.

We have not space in the present article to deal with the motives which may have influenced the Gorgio in giving such ready assent to the claims of foreign officials for exchange. It may be that even at 300 ichibous per 100 dollars the transaction leaves the Ginza no inconsiderable profit. But a clever caricature which appeared some time ago in a humorous publication issued in Yokohama and called the *Japan Punch*, shadows forth another possible motive. It represents a long string of officers—naval, military, and diplomatic—on their

* It may be as well, perhaps, to give here our reasons for adopting a method of spelling this word so greatly at variance with that persisted in by the China press generally. Although Japan possesses a gold coinage, the silver coin now under discussion is always used as a standard, just as the franc is in France; and this coin, from some misapprehension on the part of the first settlers in Japan, obtained among them the name of "Itzibou," which has clung to it ever since, with occasional variations, such as "Itzibou" or "Itzeboo," to suit the fancy of different writers. None of these modes of spelling convey either the meaning or the sound required. The Japanese name for this integral part of their silver coinage is simply "Bou." One of these coins is *ichi-bou*—literally "one bou," two of them, *ni-bou* (two bous), and three of them, *san-bou* (three bous). Beyond this extent the term "bou" is no longer used; four bous make one *ryo*, and are called therefore *ichi-ryo*; eight, *ni-ryo* (two ryos), and so on. Thus in Japanese parlance the sum of fifteen of these so-called "itzibous" would be *san-ryo*, *san-bou*—i.e., "three ryos, three bous." This explanation will show how the error arose of first mis-spelling a phrase descriptive of a single coin, and, secondly, applying it to the entire currency. The error is now so deeply rooted that the Japanese themselves are compelled to adopt it to make themselves understood to such foreigners as do not understand the language; if, however, the word must be retained as a generic term for the whole currency, let us, at all events, spell it in such a way as will correctly render its proper pronunciation.

way to the Ginza with bags of dollars to be exchanged. The Tycoon looks on, with his forefinger in significant proximity to his nose, chuckling over the success of his scheme to secure the good will of foreign officials, and keep the forces quiet and snug at Yokohama. There may be something in this, too,—who knows? With these introductory remarks we leave "ICHIBOU" to speak for himself. Although somewhat lengthy, his letter deserves careful perusal, and we specially recommend the attention of those who take an interest in the subject to the calculations contained in it, which show in plain figures the actual results of the system.

(To the Editor of *The London and China Telegraph*.)

SIR,—Observing by your note appended to a letter signed "NOT A MERCHANT," in the last number of the *London and China Telegraph*, that you purpose further to notice the Ichibou question in your next, I will submit to you a few remarks which may be worthy your notice—and perhaps also that of others.

I would premise that I fully endorse the opinion expressed by your correspondent, that "British merchants in Japan—indeed all but those who are literally civil, military, or naval servants of our Government, are subject to certain indignity at the hands of the Japanese;" and that this is mainly attributable to the fact that "the English Legation officials have closed with the manners and customs of Japan as far as embracing the opportunity of claiming privileges unknown to them at home." This state of things, and the very natural consequence—the existence of deplorable bitter jealousies, and sometimes actual ill-feeling between officials and residents, is patent to the observation not only of old residents like myself, but, as we now have proof, also to casual travellers in Japan. It is a subject, however, but little understood at home, and it must therefore be matter of congratulation to all desiring a better condition of things in Japan, that you have taken up and drawn more general attention to the subject.

I observe that *The Times* declines to follow certain "Chinese authorities in an account of this matter, which would put officers holding high places of trust in Her Majesty's service on a level with sharpers;" and that it "cannot believe that all the civil, military and naval authorities of Hong Kong were flocking to Japan in order to enjoy a paltry profit by a certain fixed rate of exchange between our money and the Japanese, enforced upon Japan by the terms of our treaty, though in effect a gross wrong to that country." I scarcely know to what "account" and to what "Chinese authorities" *The Times* refers; and of course, if any one has said that all the Hong Kong officials were flocking to Japan, it was a manifest exaggeration; but this I do know, that most, if not all, of the Chinese newspapers—and the *Japan Herald*, a newspaper published in Yokohama since 1861—have been persistent not only in assertions, but in production of proofs that officers holding high places of trust (with two exceptions, which I shall hereafter allude to) in all the foreign services, diplomatic, consular, military and naval, have been benefited, and that to very heavy amounts, by this "gross wrong to Japan" (as *The Times* calls it); and, moreover, that they—these diplomatic and consular officials—have induced the Japanese to continue this benefit to themselves and their sister services, in consideration of their consenting to waive the same benefit for those whose interests it is their duty to regard. I say these allegations have been publicly made and reiterated again and again—they have never been attempted to be publicly gainsaid; and until this be done all those who participate in the benefit must bear with the imputation the facts convey, whatever that may be, though they may think it rather hard that the leading journal should give it a name.

To take even the most cursory review of the matter, we must commence with Article X. of our Treaty with Japan; it runs thus:—

"All foreign coin shall be current in Japan and shall pass for its corresponding weight in Japanese coin of the same description. British and Japanese subjects may freely use foreign or Japanese coin in making payments to each other."

"As some time will elapse before the Japanese Government will become acquainted with the value of foreign coin, the Japanese Government will, for the period of one year after the opening of each port, furnish British subjects with Japanese coin in exchange for theirs, equal weights being given, and no discount taken for recoinage."

Now it must be understood that the whole of the exchange business and money market of Japan is controlled and ordered by an office in Yedo, called the Ginza; this office is under the direction of a high Government authority called Gokanjio Boonjio, and it is said has acquired great influence for its masters, the Gorogio, by a *discreet use* of its enormous profits amongst the highest Government officials. By this office in a very early stage of our proceedings after the treaty, and despite its provisions above quoted, orders were issued throughout Japan that all dollars received from foreigners should be brought to the Ginza, and there, and there only, exchanged for ichibous. The Ginza, holding their merchants' dollars in hand for the purposes of the exchange, as long as it suited themselves—or the Gorogio, had but little difficulty in settling the exchanges as it suited them. (Let me mention here that the intrinsic relative value of the ichibou is 311, or say, after minting expenses, 300 to the Mexican dollar.) So for a short time matters stood; but very early the Government, alleging certain reasons more or less forcible, stopped this exchange, so far as the residents, *i.e.* the merchants, professional men, and others were concerned, but continued it to the Ministers and their legations, the Consuls and their assistants, indeed to all civil servants, and to all officers and men in the army and navy from time to time stationed in Japan (by-the-by, it seems it has lately been claimed for and allowed to officers who have visited Japan on leave for their own pleasure). Now let us see the operation of this. Let us suppose a Government official—say an admiral—stationed in Japan (Admiral Kuper and his squadron were there from the 22nd March, 1863, to Feb. 13, 1865); suppose his pay from his home Government equal to £2,000 a year. For this he gets Mexican dollars at the Government rate (4s. 2d.), making \$9,600. This amount he exchanges at the Ginza at 300 ichibous per 100 dols., giving him 28,800 ichibous. He then proceeds to call in the service of his broker, who disposes of this

28,800 ichibous at the market rate (averaging, say, 220 ichibous per 100 dols.), the result of which operation is to convert his 9,600 dols. into 13,091 dols., which, at the average rate of exchange, are worth 4s. 8d. each, = £3,054, showing a clear profit of £1,054; in other words, something over 50 per cent. on his actual salary. I have here given, I think, fair average rates of exchange over the year, but it may be remarked that as the ichibous can be drawn monthly, the officials are of course enabled to watch for and avail themselves of the exceptionally favourable rates which sometimes rule.

I have here shown how the admiral converts his £2,000 into 28,800 ichibous. Now the private individual, who disburses for the maintenance of his establishment a like sum of £2,000, finds that his dollars on the average cost him say 4s. 8d., and gets, not 9,600 dols. like the admiral, but 8,571 dols.; and as he can only get, say, 220 ichibous per 100 dols., he comes off with only 18,856 ichibous against the admiral's 28,800; in other words, on an expenditure of £2,000 a year he is in the shade to the extent of close upon 10,000 ichibous, or about £1,060—again more than one-half.

Or, to put it in a perhaps clearer light, take an exemplification instanced by the Japan paper I have before alluded to, in an article on this subject in Oct., 1862:—"We give a case that has occurred within our knowledge, and we presume may and does occur daily. A merchant goes into a shop and sees a piece of lacquer which he particularly admires; the shopman asks 120 dols. for it, the buyer offers 100 dols.; while the bargain is going on a Minister walks into the shop, sees the article on the floor, and at once offers 220 ichibous for it. Now these 220 ichibous cost the Minister 78 dols. buying them from the Ginza, and at his rate of exchange, 4s. 2d. to the dollar, he snaps up for his 60 dols. what the merchant was offering 100 dols. for!"

Of course, where the word "Minister" is used here, "Consul," "Admiral," "Commander-in-Chief," or any other official title may be substituted. Now, Sir, can we wonder, when they see these things before their eyes every day, that the Japanese should think the public officials of our countries to be, like their own, the powerful and dominant class, and the wealthiest and most honoured of our merchants to be but dirt beneath the feet of those who can receive such advantages which are denied to those they govern? Can we wonder that an intelligent casual traveller in Japan, like your correspondent "NOT A MERCHANT" should have observed it as a distinction most pernicious to the extension of our influence in that country? Or can we be surprised at the existence of unwholesome jealousies between those who have and those who ought to have, but have not, the same advantages?

Without committing myself to the opinion of *The Times*, that proof of what has been asserted on the subject of this trafficking in exchange by officers in various branches of Her Majesty's service would bear with it the hard designation upon these officers which it suggested, that enough has been said to call for the most searching inquiry into the whole matter. I trust, too, you will persevere in the agitation of the question until not only the evil be stayed, but the fullest light thrown upon what has been done and is now doing.

You will see by the enclosed article from the *Japan Herald*, Oct. 17, 1865, that this old evil is continuing to throw out buds of still more dangerous fruit. Here is a positive statement that whilst an exchange is effected for every private soldier and non-commissioned officer of 1 dol. per day, "it is decided by some one" (the writer knows not by whom originally), "that the soldier shall get his pay of one shilling a day with the exchange on that amount only!"—that the difference, amounting to 15 ichibous a man, or say a total of 11,250 ichibous a month for the regiment, is carried to a fund which is divided amongst the officers and men of the regiment in shares proportioned to their pay—the soldier getting one share, a captain about 30, a major about 53 shares, and so on; that almost every officer (with two honourable exceptions mentioned) who has gone to Japan on duty, and actually even *those who have come there on their own pleasure*, have been partakers of this fund. This statement appears so incredible that I would not make myself responsible for it. I quote the authority, which is one that I have, as you know, good means of judging has not often been found at fault in its statements of facts; and although I have received files of the same paper to nearly two months later date, I find no denial of the statements made. I hope you will have room for this article *in extenso*. I should like to see what your contemporaries, whose peculiar vocation is with naval and military subjects and the discipline and well-being of our army and justice to all grades, will say to it.

I observe that "English Legation," and "officers holding high places of trust in Her Majesty's service" have been the terms used by your correspondent and *The Times*. This would lead to the unjust inference that the British are exceptionally chargeable with the blame. This is not so, for (with the two exceptions I am about to name) the representatives and officers of all the other Powers having treaties with Japan have gone in for their share of the pickings. One of the exceptions I refer to above is this:—The French authorities receive the exchange, but they are not allowed to pocket it; all the benefits derived from it have to be carried into account against their pay. And the French Government has already, with the proceeds thereof, erected, on two of the best sites in Yokohama, the finest and most extensive buildings in the Far East, as navy hospital and depot; and I am informed the French are continuing the erection of further extensive accommodations.

The other exception is a yet more striking one. The Prussian Minister Plenipotentiary, whilst on a visit to Japan, believing the honour of foreign countries and the consistency of every foreign official in Japan involved by the acceptance of this exchange, on the 29th October caused the Ministers of Foreign Affairs at Yedo to be addressed thus:—"The undersigned, his Prussian Majesty's Consul in Japan, has the honour to inform your Excellencies that, under the present circumstances, his Prussian Majesty's Plenipotentiary, the Prussian Consulates in Japan, and his Prussian Majesty's men-of-war, shall not avail themselves any more of the opportunity offered by the Japanese Government to exchange dollars against ichibous at the Japanese custom-houses."

On the other hand, in the general rapacious greed after exchange profits the American Minister Resident and his Consul have, I think, even exceeded all others. I have some curious revelations about them on hand at your service hereafter, if you so incline. If they would answer

no further purpose they will at least show how far in the direction of absolute extortion the abuse complained of may be carried in the hands of rapacious officials.—I am, Sir, yours, &c.,
ICHIBOU.

MR. GLADSTONE AND THE TEA DUTY.

(To the Editor of the *Daily News*.)

SIR,—In a trade paper of last week prominence was given to a paragraph, which has since appeared in other journals, containing the following:—"The Customs authorities at Glasgow have been officially requested to canvass the tea trade as to the opinion held of the expediency of doing away with the present Custom-house routine, and collecting the tea duties at the ship's side. It is said that the saving thereby effected would permit of a further reduction in the duties on tea." The probability of this alteration being attempted has been entertained in some quarters, and may possibly be further discussed, thereby causing a proportionate unsettling of trade; it may, therefore, not be profitless to look at the statistical side of the question. As to the saving to be effected:—For the year ending 31st March, 1865, the expense of collecting and managing the Customs revenue is officially stated at £754,225. 11s.; the gross return of superannuation payments to Customs, Inland Revenue and Post-office is £474,765. 8s. 4d.; the proportion of this to be charged to Customs, according to the ratio of the expenses of the three branches, is £88,139. 3s. 4d.; thus showing a total expense in connection with the Customs revenue of £842,364. 14s. 4d. The share of this to be placed to the account of tea, according to the proportion which the tea duty bears to the whole Customs revenue, is £168,472. 18s. 10d. Supposing that as a result of the alterations suggested one-half of this be saved (though the estimate is probably excessive), the saving would be £84,236. 9s. 5d. The revenue received from tea during the year in question was £4,469,208. 11s. 7d., showing for every farthing per pound of duty an income of £93,108. 10s.; so that after adding £10,000 to the estimated saving, Mr. Gladstone would be in a position to reduce the duty one farthing per pound. Convenience to trade is also a question to be considered when radical changes of system are proposed, and doubtless there are many inconveniences in connection with the present routine, but the change suggested would probably increase rather than diminish these inconveniences. At the commencement of the present year there were 59 cargoes of tea afloat, bound for England, containing 44,482,836 lbs., thus showing 753,496 lbs. to be an average cargo; the amount of duty on which, to be paid "at the ship's side," would be, at 6d. per lb., £18,848. 13s., or, at 3d. per lb., £9,424. 6s. 6d. It is no unusual occurrence for half a dozen or more ships to arrive within a week. In such case the amount of duty to be paid would be, at 6d. per lb., £113,091. 18s., or, at 3d. per lb., £56,545. 19s., the bulk of which would come from three or four houses. Of this, according to the return of exports for the last year, one-fourth would have to be refunded in the form of drawback, and the balance the importer would get repaid from the trade at intervals extending perhaps over two years. Indeed any alteration, either in the rate of duty or the system of collection, is at present eminently undesirable. Two reductions of duty, following each other in quick succession, have caused consumption rapidly to gain on supply. Prices have, of course, advanced (a temporary decline on the original advance has been caused by monetary pressure during the last few weeks, but the effect will disappear with the cause), and time is required to watch whether supply and demand will equalise themselves by an increase of supplies, or a further advance of price; if in the latter way, no reduction of duty will reduce the cost to the consumer.—I am, &c.,
Mincing-lane, Feb. 1. A TEA MERCHANT.

SHIP LAUNCHES.

Messrs. Barclay, Curle, and Co. launched on Tuesday an iron sailing ship of 1,200 tons register. She is owned by Messrs. George Smith and Sons, of Glasgow, and will form one of their East India packets. She was named the *City of Seringapatam*.

Last week the Messrs. Laird Brothers launched from their shipbuilding-yard, at Birkenhead, a large paddle-wheel steamer, named the *Guara*, intended for passenger service on the coast of Brazil. She is 200 feet long, 32 feet breadth of beam, and 16 feet depth of hold, her tonnage being 983. She will be fitted with oscillating engines of 250-horse power, her paddles will be on the feathering principle, and her boilers will have flues on Lamb's patent system. She has a deckhouse extending almost the whole length of the vessel, in the after end of which is the saloon and part of the sleeping accommodation, the remainder of the berths being aft, below the deck. The vessel will accommodate 60 or 70 passengers.

Last week there was launched by Messrs. Wm. Denny and Brothers, from their north building yard on the Clyde, a composite screw steamship of 647 tons builders' measure, and following dimensions:—Length of keel and fore-rake, 185 ft.; breadth over all, 26 ft. 10 in.; depth moulded, 15 ft. She will be fitted with a pair of direct-acting surface condensation engines of 130 H.P. nominal, by Messrs. Denny and Co.

Last week Messrs. Henderson, Coulbourn, and Co., launched from their building yard at Renfrew a screw steamer named the *Guadiana*, of about 500 tons. She will be fitted by the builders with a pair of direct-acting engines of 90-horse power nominal, and will shortly be ready for her destination in the Mediterranean. She is for a Spanish company.

Messrs. Blackwood and Gordon have launched on the Clyde a screw steamer of 600 tons B.M., on their own account. Her dimensions are:—Length, keel and fore-rake, 197 ft.; breadth of beam, 25 ft.; depth of hold, 14 ft. 9 inches. The steamer was named the *Octavia*. Immediately after the launch the vessel was taken into the builders' dock alongside the works to receive her engines, which are on the inverted direct acting principle of 90-horse power.

The *Panama*, New Zealand, and Australian Royal Mail Company's steamer *Rakaia* was launched from Randolph, Elder, and Co.'s building-yard at Fairfield. This vessel is intended for the new mail service between Panama and New Zealand. Her dimensions are:—Length 265 feet, beam 34 feet, depth 26 feet, tonnage B.M. 1,504 tons. The engines are 350-horse power, and are on the builders' double cylinder principle.

There was launched from the yard of Mr. John Robinson, Sunderland, a barque named the *Troas*, of 700 tons burthen, intended principally for the China trade.

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	Captain.
Jan. 23	Off Dungeness	Batavia	India Packet	Diepering.
— 13	Bushire	Do.	Richard Couden	Bischoff.
— 23	Texel	Do.	Princes Analia	Aikem.de.
— 24	Do.	Passaroang	Lodore	Howatt.
— 24	Do.	Wynkoopers Bay	Fagel	Duyn.
— 23	Off the Start	Foo-chow-Foo	Florence Nightingale	Beard.
— 27	Off Falmouth	Passaroang	Dorothea	Gautschon.
— 27	London	Colombo, &c.	Royal George	Wolfenden.
— 26	Deal	Do.	Percy	Duncan.
—	New York	Hong Kong	Nordstern	Davies.
— 23	Brouwershaven	Samarang	Wallaroo	Borden.
— 27	Flushing	Batavia	Walcheren	Saunders.
— 30	London	Nagasaki	Northern Crown	Bond.
—	Off Newcastle	Moulmain	Alcedale	Gray.
— 30	London	Hong Kong, &c.	Kortenaar	Schuchard.
— 29	Off Dungeness	Batavia	Peerless	Major.
— 30	Liverpool	Manila	Surprise	Ranlett.
— 17	New York	Yokohama	Panic	Black.
— 31	Liverpool	Singapore	Stirling (s.s.)	Brayley.
Feb. 1	London	Do.	Graham	Mary Goodell.
— 1	Portsmouth	Hong Kong	Eunice	Gilvery.
Jan. 3	Marseilles	Rangoon	Pathfinder	Lewis.
Feb. 1	London	Colombo	Gibson Craig	Dore.
Jan. 29	Deal	Macao	India	Pall.
Feb. 1	Falmouth	Moulmain	Stad Leyden	Dam.
— 1	Do.	Batavia	Hen. Ger. Susanna	Grafthuis.
Jan. 31	Texel	Do.	Burg. Hoffmann	Johan.
— 31	Brouwershaven	Do.	Vyf Vrienden	
— 31	Do.	Do.		
— 31	Do.	Do.		

DEPARTURES.

Date.	From	For	Ship.	Captain.
Jan. —	Shields	Hong Kong	Vicksburg	Scott.
— 24	Newport	Do.	Elizabeth Cushing	Brown.
— 24	Sunderland	Hong Kong	Challenge	Westlake.
—	Hamburg	Singapore	Jane Valer	Armstrong.
— 24	Liverpool	Shanghai	Chalgrave	Clarke.
— 24	Do.	Hong Kong	Everest	Clark.
— 25	Do.	Shanghai	Persia	Edwards.
—	Hamburg	Singapore	Jan Peter	Doran.
— 24	Cardiff	Yokohama	John Norman	Anderson.
— 24	Do.	Shanghai	Blencathra	Christianson.
— 25	Do.	Hong Kong	Royal Minstrel	Oomkens.
— 25	Liverpool	Singapore	Falcon	Cooper.
— 26	Cardiff	Do.	Catharina Maria	Hannou.
— 26	Do.	Galle	Alexandrine (s.s.)	Hopper.
— 27	Holyhead	Yokohama	Vanda	Holmes.
— 29	London	Colombo	Boldon Lawn	Hartmann.
Dec. 26	Callao	China	Orthona	
— 15	Do.	Do.	New Granada	
Jan. —	Cardiff	Galle	James	Westcott.
— 27	Clyde	Do.	Belle of the South	Knight.
— 31	London	Cardiff & Shanghai	Arabia	Hodge.
Feb. 1	Do.	Shanghai	Star of China	Hoek.
Jan. 30	Newport	Singapore	Burgess v. Middelburg	Livingstone.
— 31	Cardiff	Do.	Onward	Warren.
— 28	Liverpool	Do.	Egmond v. Hoom	Millard.
Feb. 2	London	Batavia & Sourabaya	Petronella Johanna	
— 2	Do.	Yokohama	James Longton	

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Isles of the South, Lorton, Eleanor. For Shanghai: Westminster, Fi Wan, Dunkeld, Art Union. For Hong Kong: Kelso. For Hong Kong and Canton: Dunmail, Mary Nicholson, Scawfell, Melbrek, Ellen Rodger, Hotspur. For Singapore: Eastern Star. For Singapore and Penang: Frederica. For Batavia and Sourabaya: Zephyros. For Colombo: Whinell.

At LIVERPOOL.—For Yokohama: Recife. For Shanghai: Vigil, John Paul. For Hong Kong: Addison, Ceylon. For Hong Kong and Canton: Veronica. For Singapore: Bolivia, Henry Ellis, Chili, Earl of Chester. For Batavia and Samarang: Dagmar. For Batavia and Sourabaya: Triton. For Manila: Eulalia, Espana. For Galle: Duc de Malakoff, Simoon.

At GLASGOW.—For Singapore and Penang; Huntly Castle.

At GREENOCK.—For Shanghai: Statesman.

SPOKEN.

PHILIP NELSON, Shanghai to London, Nov. 4, off Anjer.
IRON CROWN, Shanghai to London, Dec. 20, 23 S., 2 E.
BURGERMEESTER HOFFMANN, Batavia to Rotterdam, Jan. 14, 32 N., 24 W.
No. 6289, 3RD D.P., Hong Kong to New York, Oct. 5, 12 N., 110 E.
WETHERLEY, (?) Singapore to Liverpool, Dec. 2, off Cape Agulhas.
IDA ELISABETH, Batavia to Rotterdam, Dec. 24, 3 S., 18 W.
QUARTET, Amsterdam to Batavia, Jan. 1, 6 N., 26 W.
EUPHAN, (?) Colombo to London, 108 days out, Jan. 15, 37 N., 34 W.
AURORA AUSTRALIS, Foo-chow to London, Dec. 10, 34 S., 27 E.
LADY ALICE, Sourabaya to Amsterdam, Dec. 26, 12 S., 10 W.
LOGAN, Matis (?) to Hong Kong, 21 S., 28 W.
STUDHAVEN (?) Batavia to Amsterdam, 32 days out, Nov. 13, 33 S., 30 E.
THERESA, (harque) (Cronstadt to the Amoor, Dec. 27, 4 N., 23 W.
ZENIMPH, Amsterdam to Batavia, Dec. 5, 20 S., 30 W.
WALLACE, Batavia to Rotterdam, Jan. 9, 29 N., 43 W.
CARMELINE, Bordeaux to Manila, Sept. 4, 25 N., 25 W.
FAIRY, London to Bangkok, Dec. 31, 6 N., 22 W.
ADELAIDE, Penang to London, Dec. 17, 19 S., 1 W.
NEPTUNE, Sunderland to Shanghai, Jan. 2, 4 N., 22 W.
CALDBECK, Singapore to London, Dec. 24, 17 S., 5 W.
ROWENA, Singapore to London, Dec. 27, 11 S., 11 W.
BRITISH CROWN, Sunderland to Singapore, Jan. 1, 6 N., 24 W.

FREIGHTS AND CHARTERS.

In outward freights we have nothing to remark. Homewards there is no improvement, the last quotations from Hong Kong for London being 35s., and from Shanghai 30s. tea, and 60s. silk.

The Admiralty having invited tenders for the conveyance of stores to Hong Kong and Trincomalee, have ordered the Melbreck and Brothers to be surveyed for that purpose.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 50s. weight, 40s. to 50s. meat. To Nagasaki: The same. To Shanghai: 40s. weight, 30s. to 35s. meat. To Hong Kong: 40s. weight, 30s. meat. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Ceylon: 40s. weight, 20s. measurement.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per Keel. For Batavia: £26. For Hong Kong: £50. For Galle: £42. For Singapore: £42. For Shanghai: £60. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2. 8s. For Manila: £1. 15s. For Galle: £2. 2s. 6d. For Singapore: £2. For Shanghai: £2. 16s.

The Admiralty have invited tenders for the conveyance of 10 tons stores from the River Thames to Colombo, and of about three officers,

three staff-sergeants, sixty-four men, five women, and four children to Hong Kong; and also of about four officers, one lady, one child, thirty-eight men, six women, and five children from Kingstown or Queenstown to Japan.

CASUALTIES.

The Maria Diederika, Van Marion, from Batavia, for Rotterdam, which put into Texel, Jan. 10, leaky, has also sustained severe damage in bulwarks, rigging, &c., and will require new coppering.

The Tiphee (ship), from London, for Japan, put into Rio Janeiro, Dec. 31, with her cargo (coals) on fire, and commenced discharging.

The Quinten Metsys, Claes, from Shields to Galle, put into Table Bay, Dec. 15, leaky, and is discharging.

MISCELLANEOUS.

At TABLE BAY.—Dec. 15, from Hong Kong, Constance, Ridsen, for London; from Padang, Brouwershaven, Henyer, for Rotterdam; 18, from the Clyde, Baron Bentinck (s.), Harrisons, for Batavia; 19, Martaban, Tickell, for Galle; 20, from Marseilles, Capote, Champenois, for Singapore; 14, Minister v. Hall Rochasson, Kayser, sailed for Batavia.

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper Sailing Vessels. Consignments of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

Commission, 2½ per cent. on Orders over £50, and 5 per cent. on amounts under £50

Orders and remittances should be addressed to the MANAGER.

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TO PERSONS RESIDING IN HOT CLIMATES.

ASH'S PATENT "PISTON" FREEZING MACHINE AND WINE COOLER is the FIRST REALLY EFFECTIVE APPARATUS for TROPICAL CLIMATES.

It will produce PURE BLOCK ICE, FREEZE and MOULD DESSERT ICES, and ICE WINES in any temperature. It is remarkably simple, will not corrode or get out of order, and can be worked (with or without Ice) by the most ignorant servant. The Freezing Salts employed are indigenous to most hot climates, easily and cheaply obtained. A *bona fide* Receipt for preparing them given with each Machine. It is not too much to say that the "Piston" Freezing Machine is rapidly becoming indispensable to all European residents in India and China.

PRICES:—For 1 Bottle, 1 Block of Ice, 1 Dessert Ice... £4 0 0

For 2 Bottles, 2 Blocks of Ice, 2 Dessert Ices ... 6 10 0

For 4 Bottles, 4 Blocks of Ice, 4 Dessert Ices ... 11 5 0

If without fittings (merely as Wine Coolers.)

For 1 Bottle ... £2 0 0 } When Dessert Ices are never required, these Wines

For 2 Bottles ... 3 0 0 } Coolers can be fitted with BLOCK ICE MOULD at 30s.

For 4 Bottles ... 4 5 0 } for each Mould so fitted.

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Orders enclosing remittance can be sent direct, or through Messrs. H. Fogg & Co., Shanghai.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

CAUTION.—Vice-Chancellor Wood affirmed in Court that Dr. J. COLLIS BROWNE was undoubtedly the Discoverer of Chlorodyne; that the statements of the Defendant Freeman were deliberately untrue, and he regretted to say they had been sworn to (see "The Times" of July 13, 1864); all others must be spurious.

Earl Russell has graciously favoured J. T. Davenport with the following extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manila, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians that he had received a despatch from Her Majesty's Consul at Manila, to the effect that Cholera had been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE. —See *Lancet*, December 31, 1864. No home should be without it.

Eminent Hospital Physicians of London stated on oath that they prescribe CHLORODYNE largely, and mean no other than Dr. Browne's.

The General Board of Health, London, state as to its efficacy in Cholera and Dysentery:—"So strongly are we convinced of the efficacy of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when all other medicine had failed."

From W. Vesalius Pettigrew, M.D.:—"I have no hesitation in stating that I have never met with any medicine so efficacious as an anti-spasmodic and sedative. I have used it in Consumption, Asthma, Diarrhoea, and other diseases, and am most perfectly satisfied with the results."

Dr. McGrigor Croft, late Army Staff, says:—"It is a most valuable medicine."

Dr. Gibson, Army Medical Staff, Calcutta:—"Two doses completely cured me of Diarrhoea."

Government supply both the Army and Navy with it. A Sheet of Medical Testimonials accompanies each Bottle.

Sold in Bottles, 2s. 9d. and 4s. 6d., by all Chemists. None genuine without the words

"DR. J. COLLIS BROWNE'S CHLORODYNE" on the stamp.

SOLE MANUFACTURER:—

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

THE BANGKOK DOCK COMPANY'S NEW DOCK.

This magnificent Dock is now ready to receive Vessels of any burthen, and the attention of Shipowners, Agents, and Masters is respectfully solicited to the advantages for REPAIRING and SPARKING VESSELS, which no other Dock in the East can offer.

The following description of the Premises is submitted for the information of the public. The dimensions and depth of water being:—

Length ... (To be extended) ... 300 feet.
Breadth ... (To be extended) ... 100 "

The Dock is fitted with a Caisson, has a splendid entrance of 180 feet from the River, with a spacious Jetty on each side, where vessels of any size may lay at any state of the tides, to lift Masts, Boilers, &c., with powerful Lifting Shears, which are now in the course of construction.

The Dock is fitted with Steam Pumps of great power, insuring despatch in all states of the tides.

WORKSHOPS.

The Workshops comprise the different departments of Shipwrights, Mast and Block Makers, Blacksmiths, Engineers, Foundry, &c.

The whole being superintended by Europeans, who have had many years' experience in the different branches.

The workmen are the best picked men from Hong Kong and Whampoa.

The Company draws particular attention to the great advantages this Dock offers, being in a Port where the best Teak and other Timber can be had at the cheapest cost. A Steam Saw Mill is also in connection with the Dock, to insure despatch in work.

The Keel Blocks are four feet in height, and can be taken out or shifted without cutting or causing any expense to ships having to get them removed.

The Company is also prepared to give estimates or enter into Contracts for the Repairs of Wooden or Iron Ships, the Building of New Ships, Steamboats, &c., or any kind of work connected with shipping.

All Material supplied at Market price. Vessels for Docking may lay at the Company's Booms or Wharf free of charge, until ordered to remove by the Superintendent. Captains of vessels before leaving the Dock must approve and sign their Dockage Bills.

All communications respecting the docking to be addressed, until further notice, to the undersigned, by whom all Bills will be signed and collected.

JOHN BUSH, Managing Director.

Bangkok, 18th Sept., 1865.
Hong Kong, 25th Oct., 1865.

ASIATIC BANKING CORPORATION

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Authorized Capital, £3,000,000. Paid-up Capital, £500,000. Reserve Fund, £175,000.
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Agencies and Branches are established at Bombay, Calcutta, Madras, Singapore, Penang, Ceylon, Hong Kong, Shanghai, and Melbourne.

The Corporation grant Drafts, collect and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit and Circular notes, and conduct every description of Banking business connected with the East. They effect the purchase and sale of Indian Securities, the receipt of Pay, Dividends, &c., and undertake the safe custody of securities. They also receive Deposits, bearing interest, for fixed periods. Rates of interest and Exchange may be ascertained at the Head Office.

By order of the Board, F. W. Lawrence.

Acting General Manager.

THE CHINA TRADERS' MARINE INSURANCE SOCIETY OF HONG KONG (Limited).

CAPITAL, 1,000,000 dols.
200 Shares of 5,000 dols. each. 1,000 dols. per Share Paid up.

CONSULTING COMMITTEE.

William Neilson, Esq. (Messrs. Olyphant and Co.)
J. W. Maclellan, Esq. (Manager Commercial Bank Corporation).
Richard Deacon, Esq. (Messrs. John Burd and Co.)

GENERAL AGENTS.
Messrs. Augustine Heard and Co.

The Allotment of Shares will take place on the 3rd day of October next, and further Applications for Shares will be received until the 3rd of October next.

Application to be made in the form given below, and addressed to the General Agents, from whom any information can be obtained.

FORM OF APPLICATION FOR SHARES.

To the General Agents of the China Traders' Marine Insurance Society of Hong Kong (Limited).
Gentlemen,—I hereby request that the Committee will allot to me shares in the above Company, and I agree to accept such shares, or any less number which may be allotted to me, and to pay the first call of One thousand Dollars per Share, and further calls to such amount and at such times and in such manner as may be authorized by the Articles of Association of the said Company, and to subscribe the Articles of Association when called on to do so.

I am, Gentlemen,
Your obedient Servant.

Hong Kong, Sept. 7, 1865.

PORT OF AMOY.

SHIPOWNERS, AGENTS and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARKING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 288 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of vessel's stores, &c., when requiring to discharge them.

Amoy, March, 1865.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Incorporated by Royal Charter.
Paid-up capital, £750,000. Reserve Fund, £350,000.

BRANCHES AND AGENCIES.

Bombay. Calcutta. Penang. Hong Kong. Yokohama. Cebu. Kandy. Shanghai. Madras. Galle. Singapore. Hankow. Mauritius.

The Bank negotiates and collects bills and drafts payable at the places above mentioned, issues letters of credit and circular notes for the use of travellers by the Overland Route, terms for which can be ascertained at the Head Office in London.

The Bank will effect the purchase or sale of Indian securities, undertakes the safe custody of same, and the receipt of interest, dividends, pay, pensions, and other moneys, for remittance through the Bank or otherwise.

The Bank receives money on deposit, on which interest will be allowed according to the length of time deposited. Particulars as to rates can be ascertained at the Head Office, 53, Threadneedle-street, London.

Office hours from 10 a.m. to 3 p.m.; Saturdays, from 10 a.m. to 3 p.m.

No. 53, Threadneedle-street, London, E.C.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN (Limited).

1, BANK-BUILDING, LOTHESBURY, LONDON.

CAPITAL ... £24,000,000
Subscribed ... £3,696,100
Paid-up ... £924,082
Reserve Fund ... £190,600

BANKERS.

The Bank of England | The National Bank
The Alliance Bank.

EDINBURGH BRANCH.

DIRECTORS.

William Forbes, Esq., of Medway.
Patrick Arkley, Esq., of Dunblair.
James Mackintosh, Esq., jun., of La Mancha, and late of Calcutta.
John A. Macrae, Esq., W.S., 39, Frederick street, Agent.

BRANCHES AND AGENCIES.

Henry Turner, Esq., Inspector.

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Calcutta	Hong Kong	Nagasaki
Point de Galle	Pocow	Yokohama
Colombo	Ningpo	Melbourne
Kandy	Shanghai	Sydney
Singapore	Kiu-kiang	

Deposits received, subject to ten days' notice, on the usual terms, and for fixed periods at rates subject to special agreement.

Drafts issued, and Bills negotiated, payable in India, China, &c. Circular Notes and Letters of Credit, payable throughout Europe, are also issued for the convenience of Travellers per Overland Route.

The purchase and sale of Indian and other Securities, and the safe custody of the same, undertaken. Dividends, Pay, Pensions, Interest, or other moneys realised, and the registry of Indian Government Loan Notes effected, so that the interest may be paid in England.

Every other description of Banking and Agency business in connection with India, China, &c., conducted on the most favourable terms.

JOHN OUSELEY, General Manager.

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WHEREAS Persons are shipping Wines to India marked with a Crown in imitation of CHILLINGWORTH and SON'S WINES, which are branded with a Crown, they having the appointment of WINE MERCHANTS to HER MAJESTY QUEEN VICTORIA, it is deemed expedient for the protection of dealers and consumers of their superior Wines selected from their extensive and valuable stock expressly for the Indian market, which have been so well known and approved by connoisseurs for the last thirty years for their extreme quality and purity, combining flavour and softness, together with great age, body, delicacy, and bouquet, being more free from acidity or alcohol than any other Wines, to caution all purchasers to ask for

CHILLINGWORTH & SON'S CROWN SHEPHERDS AND OTHER WINE

And to be particular in observing that the Cases and Cask-heads are branded with their names at full length; also, on the side of the Cork, inside the bottles, as well as the Crown; and also on the seals, in accordance with the heading of this notice, as a necessary precaution, to ascertain that they are CHILLINGWORTH and SON'S CROWN WINES, in order to prevent a common low class of Wines being improperly foisted on the public, and which are in no way to be compared with those of CHILLINGWORTH and SON'S.

Wholesale Agents:—Bombay, Messrs. Hornamjee Bomanjee and Co.; Madras, Messrs. Parry and Co.; Calcutta, Messrs. Gordon, Stuart, and Co.; Kurrachee, Messrs. Hornamjee Bomanjee and Co.; Colombo, Messrs. Darley, Butler and Co.; Rangoon, Messrs. Gladstone, Wylie and Co.; Hong Kong, Messrs. Robert N. Walker and Co.



HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases. It is free from any poisonous ingredient, and suited in all respects to the use of the painter. Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT." Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,
24, LIME-STREET, LONDON.

HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships and Buildings, exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister. They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

HUBBUCK'S ANTI-OXIDATION COMPOSITION,

for Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This Composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to all the purposes of other Paints.

HUBBUCK'S PALE BOILED OIL

Has less colour than Raw Linseed Oil, is a quick, hard and certain drier for White and Light Coloured Paints PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

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SOUTHAMPTON,

IMMEDIATELY OPPOSITE THE RAILWAY TERMINUS AND DOCKS

THIS FIRST-CLASS HOTEL, so well-known to most Travellers from the East and West Indies, China, the United States, Brazil, &c., is admirably situated for their convenience. Mr. RADLEY having, by careful organisation, made those arrangements that have tended so much to establish its reputation. Mr. R. employs no touts or paid agents, but his Porters are always in attendance to meet passengers on arrival, with carriages, &c., as usual. Rooms may be engaged by letter from Malta.

PRIZE MEDAL INTERNATIONAL EXHIBITION, 1862.

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PURE GLYCERINE SOAP.

ELDERFLOWER, HONEY, ALMOND, BROWN WINDSOR, &c.; also their celebrated ESS BOUQUET, JOCKEY-CLUB BOUQUET, EXTRACT OF VIOLET, and other perfumes for the Handkerchief. Manufacturers of HAIR, TOOTH, and NAIL BRUSHES.

PERFUMERY and POMATUMS of every description made expressly for Foreign Climates.

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CHIEF ESTABLISHMENT,
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THE house of GELLÉ FRÈRES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distinguished perfumes.

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COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.

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SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE.

SOAP, TOOTH-PASTE, POMMADE, CREAM FOR THE COMPLEXION, EAU DE TOILETTE.

To be obtained of all the principal Perfumers and Hairdressers in Europe and other parts of the world.

NOTHING IS MORE REFRESHING THAN

RIMMEL'S

EXTRACT OF LIME JUICE AND GLYCERINE,

Which cleanses and cools the head, and gives the hair a beautiful gloss without greasing it. Price 1s. 6d., 2s. 6d., 4s.

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Will also be found a perfect luxury as an adjunct to the Toilet and Bath and a reviving Perfume. Price 1s., 2s. 6d., 5s.

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The Titiens, Indian, and Chinese Bouquet, all of delightful fragrance from 2s. 6d.

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For producing an Ambrosial dew. Reduced to 6d.

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An elegant ornament for the Drawing-Room, Ball-Room, Dining Table, &c. Price from £1. 10s.

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BOYVEAU LAFFECTEUR'S ROB.

The only one authorised and adopted in France, Belgium, Austria and Russia.

THIS Vegetable Syrup, prepared and guaranteed genuine by the signature of Dr. GIRAU-DEAU DE ST. GERVAIS, is very superior to the purifying syrups. It effects a radical cure, without mercury, in all affections of the skin, scurf, scrofula, &c., and symptoms arising from the acrid state of the humours. The Rob is especially valuable in diseases which have resisted the effect of mercury or iodide of potash. The general entrepot of 15, RUE RICHER, PARIS.

Sole Retail.—London: Joreau, Hannay. New York: Fongers, Gaudet, Milbau. Gibraltar: Patron and Danilowich. Malta: Dr. Pirrotti, Bugeja, Magri, and Eolando, Esperanza. Alexandria: Bellamora, Galette, Perinie, Bombay: Franjee Nesserwanjee and Co. Singapore: Martin and Little. Batavia: L. Platon and Co. Macao: J. D. Yreati.

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"NO BUYERS for the BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16. Heating and Breakage entirely prevented, and 15 per cent. saved in Freight of Cases by using SOMMER'S BOTTLE PACKINGS AND COOLERS. Price 3d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 87, EASTCHEAP, E.C. Sole Manufacturers.

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STOMACH.—Few persons, save those who have long endured the hydra-headed disease called Dyspepsia, can form any notion of the great expense chronic indigestion entails on muscle, nerve, mind, and temper. In the early stages of this protean malady the purifying, regulating and aperient Pills invented by Professor Holloway exert the most wholesome power by accurately adjusting the functions of the stomach, liver, bowels, and the minor organs subserving the solution of man's daily food. In confirmed debility of digestion Holloway's Pills are likewise reliable remedies which may be confidently resorted to in all stomachic, hepatic, renal, and alvine derangements, without the slightest doubt of their ability to release the sufferer from almost insupportable misery.

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WHOLESALE HABERDASHERS, HOSIERS AND GLOVERS,

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Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

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EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oil man's Stores, and Stationery of every description. Sole Traders and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

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UMBRELLAS and SUNSHADES suitable for all Foreign Markets and the Colonies are supplied to Shippers on the most favourable terms by JOHN MORLAND and SONS, Wholesale Manufacturers 50, Eastcheap, London-bridge, City. Silk, Alpaca, Gingham Steel Frames, Canes, Fittings and all kinds of Material for the Trade. Oiled and japanned silks and cambrics.

CAUTION.

THE GROSS FRAUDS which continue to

be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, 13, THREE KING-COURT, LOMBARD-STREET, LONDON, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Incalculable Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodermic or Dentists Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

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Keating's Cough Lozenges.

JUDGED BY THE IMMENSE DEMAND

this Universal Remedy now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British colony, and throughout India and China. They have been esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

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PATENT SAFETY MATCHES**
Light only on the Box!

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Are not Poisonous!

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Are not Liable to Spontaneous Combustion!

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Are Warranted suitable for all Climates!

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Are specially prepared for Exportation!

For Samples, Terms, and other information, apply to BRYANT and MAY, Fairfield Works Bow, London, E., Patentees and Sole Manufacturers of the Patent Safety Matches, Wax Vestas and Vesuvians, which contain no Phosphorus, and Light only on the Box!

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For further particulars apply at the Company's Office, 193, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

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FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M. for—
MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every month for—
MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS.

For passage, freight, and information apply to B. W. and H. HORN, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Impariales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

* Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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PARCELS, PACKAGES, and MERCHANDISE forwarded, and **PASSENGERS** engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

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AUSTRALIA and MAURITIUS—Overland, 20th.

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to 500 places, free on application.

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INDIA AND CHINA.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations. They are well adapted for their several trades, and are confidently recommended to their friends.

Destination.	Ships.	Docks.	To Sail.
Hong Kong & Whampoa	Ellen Rodger	W.I.D.	With d-s.
Kanagawa & Nagasaki	Chana-ze	W.I.D.	With des.
Singapore & Penang	Frederica	W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA AND JAPAN.—The following splendid first-class clipper SHIPS will be despatched as under—

Port.	Ship.	Class.	Dock.	Last Ship. Day.
Shanghai	Art Union	A1 13 yr.	E.I.D.	Feb. 20.
Shanghai	Au ora Australis	A1 13 yr.	E.I.D.	To follow.
Hong Kong & Whampoa	Mary Nichol	A1 13 yr.	E.I.D.	With des.
Kanagawa & Nagasaki	South	A1 13 yr.	E.I.D.	With des.
Yokohama	South	A1 13 yr.	E.I.D.	With des.
Ditto	Eleanor	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 28, Nicholas lane, Lombard-street, E.C.

FROM LIVERPOOL.

Destination.	Ships.	Tons.	Class.	To Sail.
Shanghai	Vigil	550	AA1	Imm.
Hong Kong & Whampoa	Veronica	332	A1 14 yrs.	"
Batavia & Sourabaya	Dagmar	700	2-3rds	"
Calcutta	James Croft	979	"	"

For terms of Freight or Passage apply to McDIARMID, GARDENFIELDS, and Co., Liverpool.



STEAM to CHINA from LIVERPOOL.—The following new screw steamers, built for the trade will be despatched for Mauritius, Penang, Singapore, Hong Kong, and Shanghai:—

Vessel.	Tons register.	Captain.	To sail.
Agamemnon	1672	Middleton	On or about Mar. 20.
Ajax	1672	Kidd	To follow.
Achilles	1672	Russell	To follow.

Cargo taken by special agreement. Has good accommodation for passengers.

Apply to ALFRED HOIT, 1, India-buildings, Liverpool.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following high classed VESSELS to their respective destinations:—

Ships.	Class.	Destination.	Docks.	Date of sailing.
Westminster	A1 13 yrs.	Shanghai	E.I.D.	Feb. 6
Dunkeld	A1 11 yrs.	Shanghai	E.I.D.	Feb. 25
Lorton	A1 14 yrs.	Yokohama & Kanagawa	E.I.D.	des.
Reigate	A1 13 yrs.	Melbourne	E.I.D.	Feb. 5
William Cole	A1 13 yrs.	Sydney	E.I.D.	des.
Wilbrook	A1 14 yrs.	Hong Kong & Whampoa	E.I.D.	des.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.



SHANGHAI Direct, the FI-WAN.

R. SHIELL, Commander, 888 tons register. Has excellent accommodation for passengers, having a large saloon and commodious berths, and will sail from the East India Docks about the 20th February. Intending passengers are invited to inspect this magnificent clipper ship, one of the fastest in the China trade.

Please make early application to Owners' Agent, JOHN PATTON, JUN., and Co., 22, Leadenhall-street, E.C.



HONG KONG and WHAMPOA.

The magnificent Working built, clipper ship SCARWELL, A1 thirteen years, 826 tons register, ROBT. THOMSON, Commander; loading in the East India Docks. This splendid ship, so well known in the China trade, is strongly recommended to shippers of fine goods.

For Freight or Passage apply to GELLATLY, HANKEY, and SEWELL, 27, Leadenhall-street, E.C.



FOR SINGAPORE.—Guaranteed

to sail on or before 14th February, the **EASTERN STAR** (new), A1 10 years, 340 tons register. This beautiful Montrose clipper is now fast loading in the West India Docks, and having only a limited space of room disengaged, shippers are requested to forward their goods alongside at once.

For Freight apply to Messrs. MACCAGGART, TIDMAN, and Co., 5, Lime street, E.C.; or to B. VAUGHAN, TIDMAN, and Co., 2, Great St. Helen's.

LINE OF PACKETS FOR SINGAPORE.

From LIVERPOOL.

Guaranteed first vessel after the **FALCON**. All rates subject to special agreement.



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A1 or 3-3rds ship, with immediate despatch. The splendid clipper Ship **HENRY ELLIS**, J. L. PHILLIPS, Commander; 412 tons register; A1 at Lloyd's; coppered and copper-fastened; well-known in the Chinese trade as one of the fastest opium clippers afloat. Loading in Prince's Dock.

Apply to MORS LE BLANCH and Co., 42 and 43, The Albany, Liverpool.



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